

FACILITATION COMMITTEE
47th session
Agenda item 22

FAL 47/22/Add.1
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**REPORT OF THE FACILITATION COMMITTEE
ON ITS FORTY-SEVENTH SESSION**

Attached are annexes 1 to 14 to the report of the Facilitation Committee on its forty-seventh session (FAL 47/22).

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ANNEX 1

RESOLUTION FAL.15(47)

Adopted on 17 March 2023

**AMENDMENTS TO THE ANNEX TO THE CONVENTION ON FACILITATION OF
INTERNATIONAL MARITIME TRAFFIC, 1965**

THE FACILITATION COMMITTEE,

RECALLING article VII(2)(a) of the Convention on Facilitation of International Maritime Traffic, 1965, as amended, hereinafter referred to as "the Convention", concerning the procedure for amending the annex to the Convention,

RECALLING ALSO the functions which the Convention confers upon the Facilitation Committee for the consideration and adoption of amendments to the Convention,

HAVING CONSIDERED, at its forty-seventh session, amendments to the annex to the Convention proposed and circulated in accordance with article VII(2)(a) thereof,

1 ADOPTS, in accordance with article VII(2)(a) of the Convention, the amendments to the Convention the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article VII(2)(b) of the Convention, that the amendments shall enter into force on 1 January 2025 unless, prior to 1 October 2024, at least one third of Contracting Governments have notified the Secretary-General in writing that they do not accept the amendments;

3 REQUESTS the Secretary-General, in conformity with article VII(2)(a) of the Convention, to communicate the amendments contained in the annex to all Contracting Governments;

4 ALSO REQUESTS the Secretary-General to notify all Signatory Governments of the adoption and entry into force of the said amendments.

ANNEX

**AMENDMENTS TO THE ANNEX TO THE CONVENTION ON FACILITATION OF
INTERNATIONAL MARITIME TRAFFIC, 1965**

Section 7 – Miscellaneous provisions

D. National facilitation committees

Recommended practice 7.11 is amended together with the associated footnote, as follows:

- 7.11 **Recommended Practice.** Each Contracting Government should consider establishing, in close cooperation with the maritime industry, a national maritime transport facilitation programme based on the facilitation requirements of this annex and ensure that the objective of its facilitation programme should be to adopt all practical measures to facilitate the movement of ships, cargo, crews, passengers, mail and stores, by removing unnecessary obstacles and delays, taking into account the need to combat illicit activities.*

* Refer to Recommended Practice 1.9.

ANNEX 2

RESOLUTION FAL.16(47)

Adopted on 17 March 2023

**RECOMMENDED ACTIONS TO ACCELERATE THE IMPLEMENTATION
OF A MARITIME SINGLE WINDOW**

THE FACILITATION COMMITTEE,

RECALLING article VII(2)(a) of the Convention on Facilitation of International Maritime Traffic, 1965, as amended, hereinafter referred to as "the Convention", concerning the procedure for amending the annex to the Convention,

RECALLING ALSO the functions which the Convention confers upon the Facilitation Committee for the consideration and adoption of amendments to the Convention,

RECALLING FURTHER that the Committee, at its forty-sixth session (FAL 46), adopted resolution FAL.14(46) on amendments to the annex to the FAL Convention in accordance with article VII(2)(a) of the Convention, and the decision that it enter into force in accordance with article VII(2)(b) on 1 January 2024,

RECALLING the decision of FAL 45 to implement a Global Integrated Shipping Information System (GISIS) module to provide updated information on maritime single windows and other related single windows implemented by Member States,

RECALLING ALSO the call for international collaboration to drive the acceleration of digitalization of maritime trade and logistics as in the circular letter *Accelerating digitalization of maritime trade and logistics* (Circular Letter No.4204/Add.20),

RECOGNIZING that public authorities are required to establish systems for the electronic exchange of information to assist ship and port clearance processes and to introduce arrangements to enable the provision of all the information required to a "single window",

RECOGNIZING ALSO that public authorities are required to combine or coordinate the electronic submission of data to ensure that information is provided only once by ship reporting parties and reused to the maximum extent possible,

RECOGNIZING FURTHER that the electronic submission of data in a single window environment is an effective way of delivering the requirements of the Convention and reducing the overall administrative burdens and associated compliance costs on shipping,

RECOGNIZING the potential to raise awareness of the maritime single window concept through practical IMO initiatives supported by industry, such as developing proof of concept and guidelines for Contracting Governments to the FAL Convention, that holistically identify key stakeholders, comprehend the required process flows and essential modules, and recognize the advantages of maritime single windows,

APPRECIATING the ongoing development of the IMO Compendium on Facilitation and Electronic Business as a common information model for creating and harmonizing the systems needed to support electronic exchange of information required for the arrival, stay and departure of ships, persons and cargo,

APPRECIATING ALSO past submissions by Member States related to the application of the single window concept, which provide insights to the experiences, progress and lessons learned from the implementation of a maritime single window,

APPRECIATING FURTHER the benefits of complementary initiatives and activities being undertaken voluntarily by Member States that seek to optimize maritime efficiency, safety, sustainability and the facilitation of world trade, such as the application of just-in-time operations, development of port community systems and establishment of green and digital corridors,

NOTING the work of the Committee in the *Guidelines for setting up a maritime single window* as might be amended providing guidance on developing a maritime single window,

NOTING ALSO the decision of FAL 46 to include the Port Call Process within the scope of maritime single window systems, with regard to the exchange of nautical, administrative and operational data, as contained in the *Guidelines for setting up a maritime single window*, as might be amended,

NOTING FURTHER the work of the Committee in the *Guidelines on authentication, integrity and confidentiality of information exchanges via maritime single windows and related services*, as might be amended ensuring the quality of information exchanges related to the ship, its passage through international and national waters and its port calls,

NOTING the efforts of IMO to establish strategic partnerships with Member States and donors to develop generic maritime single window solutions for interested Member States, such as the IMO project by Norway and Antigua and Barbuda establishing a maritime single window in Antigua and Barbuda, the IMO-Singapore Single Window for Facilitation of Trade (SWiFT) pilot project to implement a digital ship clearance system in the Port of Lobito, Angola, and the IMO-World Bank maritime single window project in Fiji,

NOTING ALSO the decision by Norway in 2019 to make the source code developed for the maritime single window system established in Antigua and Barbuda available to other interested Member States, for use as a generic source code for developing national maritime single window systems, which is available on the Web-based hosting service GitHub,*

BEING AWARE of the challenges to the effective application of the single window concept to ship and port clearance processes,

STRESSING the benefits of the implementation of single windows in the ports of Member States,

1 URGES Governments to adopt, implement and effectively apply the maritime single window concept to ship and port clearance processes;

2 INVITES Governments advanced in their maritime single window implementation to share know-how and experiences with States seeking assistance in developing their own maritime single window;

* <https://github.com/Kystverket/IMO-Maritime-Single-Window>

3 CALLS ON Governments to share the lessons learned and build on the benefits of implementing maritime single windows, such as improving safety and efficiency of maritime operations, strengthening supply chain resilience and reducing emissions;

4 ENCOURAGES Governments to utilize the IMO Compendium on Facilitation and Electronic Business when developing electronic information exchange systems as far as practically possible to ensure harmonization and interoperability across systems and stakeholders;

5 INVITES Governments to provide detailed information on their implementation of the single window concept in GISIS to facilitate access to best practices by interested Member States/parties.

ANNEX 3

EGDH PRIORITY LIST OF DATA SETS

Information domain	Data set brief description	Priority	Status of the data set	
IMO environmental information (e.g. waste delivery, information on bunker, ballast water and emissions)		1	Submission done	
			Data set agreed	
			Modelling done	
			Approved by	
IMO safety information (e.g. ship particulars)	Data set related to Container Inspection Programme (FAL 45/INF.2)	2	Submission done	EGDH 4/5 and EGDH 8/3
			Data set pending	
			Modelling pending	
			Approved by	
IMO safety information (e.g. ship particulars)	Data set on noon data reporting	2	Submission done	EGDH 8/3/1
			Data set pending	
			Modelling pending	
			Approved by	
IMO safety information (e.g. ship particulars)	Notice of Hazardous Condition: <i>Hazardous condition</i> means any condition that may adversely affect the safety of any vessel, bridge, structure or shore area or the environmental quality of any port, harbour or navigable waterway of the United States. It may, but need not, involve collision, allision, fire, explosion, grounding, leaking, damage, injury or illness of a person aboard, or manning shortage.	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
IHO S-100 package	"Data set on berth locations (S-131 (Marine Harbour Infrastructure))" Information supporting berth-to-berth route planning FAL 45/06/7	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
Location	Terminal codes (Child code of UN/LOCODE, IMO Port facility number, SMDG, BIC facility codes and IHO S-131 product specification)	2	Submission pending	
			Data set pending	

Information domain	Data set brief description	Priority	Status of the data set	
			Modelling pending	
			Approved by	
Cargo information	IMO data set related to the electronic bill of lading: Data set related to the bill of lading (B/L) as the legally binding document issued by the carrier (or their agent) to the party shipping the goods to acknowledge receipt of the cargo for shipment	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
Cargo information	Added cargo details on dangerous goods (FAL 43/INF.3; FAL 43/7/1)	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
Cargo information	Added cargo details at consignment level (FAL 43/INF.3; FAL 43/7/1)	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
Persons	API data set: Advance passenger information such as passenger's identity, date of birth, gender, citizenship and travel document data. (Pending crew data)	2	Submission done	EGDH 7/8
			Data set agreed	EGDH 7/13
			Modelling done	FAL 47/7/4
			Approved by	FAL 47
Persons	PNR data set: Passenger name record or booking information such as the contact details of the passenger, method of payment, travel agent, etc.	2	Submission done	EGDH 7/8
			Data set pending	
			Modelling pending	
			Approved by	
Persons	Other persons on board: Information related to special personnel on board ships	2	Submission pending	
			Data set pending	
			Modelling pending	
			Approved by	
Maritime Services in the context of e-navigation		2	Submission pending	
			Data set pending	
			Modelling pending	

Information domain	Data set brief description	Priority	Status of the data set	
			Approved by	
Completed data sets				
Persons	Maritime Declaration of Health (FAL 43/INF.3): Form filled in by the ship master to report to the port health administration an illness or an outbreak occurring on board a ship as mandated by the FAL Convention	1	Submission done	EGDH 1/5
			Data set agreed	EGDH 1
			Modelling done	FAL 44/5/1
			Approved by	FAL 44
Port Logistics Operational Data related to JIT Concept (FAL 43/INF.3)	Minimum data set relevant to the data exchange in-port calls necessary to implement the JIT arrival concept from MEPC.323(74)	1	Submission done	EGDH 1/7
			Data set agreed	EGDH 1
			Modelling done	FAL 44/5/1
			Approved by	FAL 44
Persons	Stowaways (e.g. according to the FAL Convention, Recommended Practice 4.6.2): Form of stowaway details referred in Recommended Practice 4.6.2. (appendix 3, FAL Convention)	1	Submission done	EGDH 1/6
			Data set agreed	EGDH 3
			Modelling done	FAL 45/6/2
			Approved by	FAL 45
Acknowledgement receipt(s) (FAL 44/7)	Message patterns, data exchanges and messaging management information (MMI). Data set related to acknowledgement receipt(s) from the "receiver" to inform the "sender".	1	Submission done	EGDH 2/3 EGDH 1/9
			Data set agreed	EGDH 2
			Modelling done	FAL 45/6/2
			Approved by	FAL 45
Port logistic operational data and real-time data (e.g. International Harbour Masters Association (IHMA) Functional definitions for nautical port information)	Port logistics operational data and real-time data such as Maritime Services time stamps which are important for the implementation of JIT	2	Submission done	EGDH 2/7
			Data set agreed	EGDH 3
			Modelling done	FAL 45/6/2
			Approved by	FAL 45
IMO safety information (e.g. ship particulars)	Information of ship certificates (according to FAL.2/Circ.131): Minimum data set covering high level-information of ships certificates and documents as set out in FAL.2/Circ.131. IACS REC 75 data included into IMO Reference Data Model.	1	Submission done	EGDH 2/4 EGDH 2/4/1 EGDH 2/4/2 EGDH 3/3

Information domain	Data set brief description	Priority	Status of the data set	
			Data set agreed	EGDH 3
			Modelling done	April/May 21
			Approved by	FAL 46
Ship reporting system (resolution A.851(20))	Ship reporting system (resolution A.851(20)): Data elements found in resolution A.851(20) on ship reporting systems and ship reporting requirements	1	Submission done	EGDH 2/5 EGDH 2/INF.2
			Data set agreed	EGDH 4/18
			Modelling done	July to January 2021
			Approved by	FAL 46
IMO safety information (e.g. ship particulars) (FAL 43/INF.3; FAL 43/7/1)	Information related to "Class and Statutory data exchange" IACS proposed data set on ship registry and company details	2	Submission done	EGDH 2/8 EGDH 2/4/2
			Data set agreed	EGDH 5/12
			Modelling done	July to January 2022
			Approved by	FAL 46
Audits and surveys	IACS proposed data set on audits and surveys	2	Submission done	EGDH 3/12
			Data set agreed	EGDH 5/12
			Modelling done	November to January 2022
			Approved by	FAL 46
Port State control inspection history data	Port State control (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of relevant international conventions and that the ship is crewed and operated in compliance with these rules. PSC inspections are intended to provide assistance to flag State Administrations in securing compliance of the ship and sharing their history provides a record which would streamline the calculation of vessel risk factors and facilitate States in prioritizing targeted inspections of high-risk vessels.	2	Submission done	EGDH 5/5
			Data set agreed	EGDH 5/12
			Modelling done	November to January 2022
			Approved by	FAL 46
IMO environmental information (e.g. waste delivery, information on bunker, ballast water and emissions)	Data set related to ballast water arrival reporting (FAL 45/INF.2)	1	Submission done	EGDH 4/3
			Data set agreed	EGDH 4/18
			Modelling done	FAL 47/7/1
			Approved by	FAL 47

Information domain	Data set brief description	Priority	Status of the data set	
IMO environmental information (e.g. waste delivery, information on bunker, ballast water and emissions)	Data set related to "Waste delivery receipt" (EGDH 6/2)	1	Submission done	EGDH 6/2
			Data set agreed	EGDH 7/3
			Modelling done	FAL47/7/2
			Approved by	FAL 47
IMO safety information (e.g. ship particulars)	Data set related to verified gross mass (FAL 45/INF.2)	2	Submission done	EGDH 4/5
			Data set agreed	EGDH 7/13
			Modelling done	FAL 47/7/3
			Approved by	FAL 47

ANNEX 4

TERMS OF REFERENCE OF EGDH

The Committee agreed to the following terms of reference of the IMO Expert Group on Data Harmonization:

- 1 continue work related to the maintenance of the IMO Compendium on Facilitation and Electronic Business;
- 2 propose sub-models to be included in the IMO Compendium on Facilitation and Electronic Business;
- 3 consider data sets, based on the priority list, and giving priority to data sets with priority 1;
- 4 update the priority list of data sets;
- 5 provide additional implementation guidance to explain the use of the Compendium, including what instruments or business processes the sub-model or data set is derived from, the parties exchanging information and for what purpose, what data elements may be mandatory or voluntary, and any other information that is important for the use of the Compendium;
- 6 provide the NCSR Sub-Committee with information on the work in progress, when relevant; and
- 7 submit a report for consideration by the Facilitation Committee.

ANNEX 5

DESCRIPTION OF MARITIME SERVICE 4

MS 4 – Port Support Service (PSS)

4.1 Submitting organization

IHMA

4.2 Coordinating body

IHMA and IMO

4.3 Description of the Maritime Service

Port Support Service (PSS) is defined as a digital service in support of a ship calling at a port. It provides information necessary to organize and support the port call and a PSS varies depending on local needs. PSS may relay information from related nautical, vessel or cargo services and may incorporate other services if the respective Maritime Service (MS) is not available at a port. Examples of PSS include:

Nautical data

Definition: Data that is provided by hydrographic offices in navigational charts, sailing directions or coast pilots, and tide tables.

Nautical port data to be provided to hydrographic offices and port users:

- Port infrastructure in Nautical Charts and Sailing Directions.
- Port depths in Nautical Charts.
- Port information in Sailing Directions.

Operational data

Definition: Data that is submitted to non-authority parties as part of planning or execution of certain operations.

Operational data to be provided to port users:

- Arrival and departure times at berth and pilot boarding place.
- Starting and completion times of vessel and cargo services.

4.4 Purpose

PSS will provide detailed information on available services at the port of call. It will enable the ship or its representatives, like the operational centre of a shipping line or shipping agents, to plan and prepare for a port call. It will also allow users to request required services and enable tracking of the progress of the services during a port call.

PSS will enable the actors within a local port to receive data from an approaching ship in order to provide appropriate and timely support to a port call and enable coordination of the different aspects of the port call with the local actors involved.

4.5 Operational approach

PSS will be defined by analysing the local services available at the individual port. This analysis will establish which, if any, related Maritime Services are available locally and do not need to be included in PSS. Those services determined to be included in PSS will be clearly defined and made available for related actors to understand which services are included in the given implementation of PSS.

It will then be defined which data streams are used to organize PSS. It will also include the different methods used to exchange the necessary information between ships and ports and between the different actors within the port.

4.6 User needs

Nautical data

User case

- Port Infrastructure in Nautical Charts: Masters are obliged to navigate berth to berth by using official Nautical Charts and Sailing Directions to fulfil SOLAS voyage planning requirements. This is however a challenging undertaking if the terminal, berth or berth position is not displayed in the nautical chart, or if the information differs between, e.g. the Nautical Chart and the Sailing Direction. Shipping lines have requested to improve quality and availability of nautical port information.
- Port depths in Nautical Charts: Masters have difficulties to optimize the deadweight of the vessel and apply a safe Under Keel Clearance if local depths are different from Nautical Chart or if the Under Keel Clearance definitions are different.
- Port information in Sailing Directions: voyage planning is difficult if local Port Information Books are different from Sailing Directions.

Relation to IMO resolutions

IMO resolution A.893(21): berth-to-berth navigation.

IMO resolution A.862(20): recommended contents of port information books.

Impact to IMO objectives:

- Safety: most incidents happen in the approaches, anchorages or harbour basins of ports, as this is by far the busiest time for the seafarer and vessel. Therefore, the quality and the availability of relevant and up-to-date port information is an important risk mitigation strategy as it will help the seafarer to execute safe navigation from pilot boarding place to berth and vice versa.
- Environment: most emissions from shipping originate at sea. If the charterer can charter the right ship with optimized amount of cargo on board based on the maximum allowed dimensions in both the load and discharge port, this is already an improvement in emission savings per carried tonne of cargo.

- Security: to have a correct understanding at which port facility the ship has been and to which port facility it is sailing, is important for the correct ISPS measures.

Operational data

User case

- Masters have to optimize their speed, which is a challenging job if the Requested Time of Arrival at the Pilot Boarding Place is not available, as ports tend to serve ships on a "first come, first served" basis or if the Requested Time of Arrival differs between ship agent, terminal, port authority or Vessel Traffic Services.
- Masters have to comply with the Maritime Labour Convention, stipulating sufficient rest hours for crew, which is a challenging job if cargo and vessel services are started or completed without notification. Crew rest hours are especially affected in large ports with many different services.¹

Relation to IMO resolutions:

- IMO Initial GHG Strategy.
- Maritime Labour Convention.

Impact on IMO objectives:

- Safety: most incidents happen in the approaches, anchorages or harbour basins of ports, as this is by far the busiest time for the seafarer and vessel. By spending less time in anchor areas and/or close to Pilot Boarding Places with a high density of traffic, there is less risk. Improved compliance with the Maritime Labour Convention due to improved rest hour planning also serves safety.²
- Environment: most emissions from shipping originate at sea.³ If the master can optimize the speed, this will result in an emission savings per sailed mile. Also, by reducing the time spent at anchor, there will be less hull fouling, again resulting in less fuel consumption.
- Security: by reducing the time at anchor and allowing the ship to be in the queue before it arrives, there will be less risk of piracy in affected areas.

¹ ICS study on rest hours in ports.

² Report on accidents due to fatigue.

³ <https://www.motorship.com/news101/industry-news/study-highlights-cost-of-lengthy-port-stops>

4.7 Information to be provided

Name	Description	Standardization body
Nautical data: <ul style="list-style-type: none"> • Port depths and water levels • Port infrastructure • Port information 	Data that is provided by hydrographic offices in navigational charts, sailing directions or coast pilots, and tide tables. Data Standard can be IHO S-131	International Hydrographic Organization
Operational data: <ul style="list-style-type: none"> • Arrival and departure times at berth and pilot boarding place • Starting and completion times of vessel and cargo services 	Data that is submitted to non-authority parties as part of planning or execution of certain operations.	<ul style="list-style-type: none"> • IMO Reference Data Model for non-technical standards • ISO TC8 for technical standards

4.8 Associated technical services

Name	Description	Standardization body
Nautical data	<ul style="list-style-type: none"> • Port infrastructure data • Port depths • Port information 	<ul style="list-style-type: none"> • International Hydrographic Organization
Operational data	<ul style="list-style-type: none"> • Arrival and departure times at berth and pilot boarding place • Starting and completion times of vessel and cargo services 	<ul style="list-style-type: none"> • IMO Reference Data Model for non-technical standards • ISO TC8 for technical standards

4.9 Relation to other Maritime Services

To achieve the purposes listed in point 4, information from several MS can be utilized.

The following services are related to MS 4:

Maritime Service	Examples of information related to MS 8
MS 1 – VTS Information service (INS)	VTS area, types of VTS services, VTS contact information, places of refuge, local regulations, limitation, visibility, information regarding traffic in the area.
MS 6 – Pilotage service	Contact information, regulations, local restrictions, pilot meeting point, passage plan, pilot request and allocation.
MS 7 – Tug service	Tug contact information, tug allocation, tug capacity, tug requirement.
MS 8 – Vessel shore reporting	Cargo, crew list, FAL form, ETA/ATA, ETD/ATD, waste, HAZMAT, passenger list.
MS 10 – Maritime assistance service (MAS)	Contact information.
MS 11 – Nautical chart service	Local area updates, chart updates and information critical for safe navigation.
MS 12 – Nautical publications service	Updates to publications regarding port information.
MS 13 – Ice navigation service	
MS 14 – Meteorological information service	Local weather phenomena, climatic information, wave information.
MS 15 – Real-time hydrographic and environmental information services	Information from real-time sensors providing tidal and current information.

ANNEX 6

ROAD MAP ON ADDRESSING MASS ISSUES RELATED TO THE FAL CONVENTION

SESSIONS OF FAL	WORK PLAN
FAL 47 (spring 2023)	<p>Taking into account documents FAL 47/13 and FAL 47/13/1, FAL.5/Circ.49, and the comments made and decisions taken in plenary:</p> <ul style="list-style-type: none"> .1 develop a road map on addressing MASS issues related to the FAL Convention; .2 advise the Committee on how to consider the amendments to the FAL Convention adopted by FAL 46 that are not covered by the FAL RSE as approved by FAL 46 (FAL.5/Circ.49); .3 start considering how to address the potential gaps/themes of the FAL Convention, identified in FAL.5/Circ.49; and .4 if time permits, review and identify any common issues that might need to be addressed by MASS-JWG.
FAL 48 (spring 2024)	<ul style="list-style-type: none"> .1 finalize the amendments to the FAL Convention for approval and circulation, with a view to adoption at FAL 49; .2 further consider the need for amendments to the annex to the FAL Convention based on the outcome of the MASS-JWG as well as the outcome of MSC and LEG; and .3 update the road map as necessary.
FAL 49 (spring 2025)	<ul style="list-style-type: none"> .1 adopt amendments to the FAL Convention; .2 further consider the need for amendments to the annex to the FAL Convention based on the outcome of the MASS-JWG as well as the outcome of MSC and LEG; and .3 update the road map as necessary.
FAL 50 (spring 2026)	<ul style="list-style-type: none"> .1 assess the finalized non-mandatory MASS Code and consider the need for further amendments to, and interpretation of, the annex to the FAL Convention.

ANNEX 7

PROPOSED AMENDMENTS TO THE ANNEX TO THE FAL CONVENTION DEVELOPED BY THE WORKING GROUP ON FAL MASS

Section 1 – Definitions and general provisions

B. General provisions

In conjunction with paragraph 2 of article V of the Convention, the provisions of this annex shall not preclude public authorities from taking such appropriate measures, including calling for further information, as may be necessary in cases of suspected fraud, or to deal with special problems constituting a grave danger to public order (*ordre public*), public security or public health, such as unlawful acts against the safety of maritime traffic and illicit trafficking in narcotic drugs and psychotropic substances, or to prevent the introduction or spread of diseases and their vectors or pests affecting humans, animals or plants.

[Contracting Governments and public authorities shall ensure that a ship, regardless of its mode of operation (e.g. remotely operated or fully autonomous, and with reduced crew or without crew on board), fully demonstrates and documents compliance, as appropriate, with the Standards in this annex.]

ANNEX 8

THEMATIC PRIORITIES FOR THE FACILITATION OF INTERNATIONAL MARITIME TRAFFIC FOR INCLUSION IN THE ITCP FOR THE 2024-2025 BIENNIUM

- 1 Enhancing the facilitation of international maritime traffic in the context of trade facilitation, through capacity-building, to promote wider acceptance, understanding and effective implementation of the FAL Convention, also in the context of a pandemic crisis, taking into account the lessons learned from the COVID-19 pandemic and the provisions in section 6 of the FAL Convention, on public health and quarantine.
- 2 Supporting Member States to establish systems for the electronic exchange of information and single window systems that allow information to be submitted once and reused to the maximum extent possible, to comply with Standards 1.3*bis*, 1.3*quin* and 1.3*sext* of the FAL Convention, respectively, and to promote the use of international standards in electronic data exchange systems in alignment with the IMO Compendium on Facilitation and Electronic Business, to ensure their interoperability and to contribute both to the facilitation of maritime traffic and to the decarbonization of shipping and ports.
- 3 Assisting Member States in preventing and addressing the severe problems caused for international maritime traffic by stowaways, migrants and refugees rescued at sea.
- 4 Supporting Member States in the implementation of the *Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic* (FAL.5/Circ.50).

ANNEX 9

AMENDMENTS TO THE ORGANIZATION AND METHOD OF WORK OF THE FACILITATION COMMITTEE (FAL.3/CIRC.217)

4 WORK PLANNING AND DELIVERY PROCESS

...

Preparation of the Committee or Subsidiary Body's Report

4.27 After consideration of the draft report of the committee or subsidiary body, the Secretariat should prepare the final draft report for publication on IMODOCS. Delegations will have five working days from publication of the final draft report to comment by correspondence. Comments should only address editorial corrections and improvements, including finalizing individual statements, and should not reopen discussion on decisions taken during the session.

4.28 The Chair, supported by the Secretariat, will facilitate resolution of any comments received, as necessary. After the conclusion of the five-day correspondence period, the Secretariat, in consultation with the Chair, will publish a document on IMODOCS containing the comments received, together with an explanation of how they have been addressed. After the above document has been published, the final report will be prepared in due course for publication on IMODOCS.

...

The following paragraphs to be renumbered.

6 PROCEDURES FOR PREPARATION AND SUBMISSION OF DOCUMENTS

...

6.3 ~~A Ddocuments made available at IMO 13 weeks or more before a session should not be introduced in the plenary unless the Chair decides that this is essential for the proper consideration of the matter concerned. Information documents and documents requiring no action by the Committees or their subsidiary bodies other than for their contents to be noted should not be introduced in the plenary.~~ The submitter(s) of a document may indicate before or when the document is considered if they have additional information or context required for the discussions, in order for the Chair to prioritize interventions.

ANNEX 10

BIENNIAL STATUS REPORT OF THE FACILITATION COMMITTEE

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC	MSC/MEPC/FAL/LEG		No work requested	No work requested	
1. Improve implementation	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC	MSC/MEPC/FAL/LEG		No work requested	Completed	
2. Integrate new and advancing technologies in	2.7	Regulatory scoping exercise for the use of maritime autonomous	2022	FAL			Completed		FAL 46/24, paragraph 15.7

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
the regulatory framework		surface ships (MASS)							
2. Integrate new and advancing technologies in the regulatory framework	2.11	Consideration of descriptions of Maritime Services in the context of e-navigation	2023	MSC	FAL/NCSR		Extended	Completed	FAL 43/20, paragraph 7.21; MSC 101/24, paragraphs 11.10 and 11.11; resolution MSC.467(101); MSC.1/Circ.1610; MSC 104/18, paragraph 15.19; FAL 46/23, section 8; MSC 106/19, paragraph 16.47.2.1 FAL 47/22, paragraph 8.4
Notes: MSC 106 extended TCY to 2023 FAL 47 completed the work and decided to place the output in the post-biennial agenda of the Committee									
2. Integrate new and advancing technologies in the regulatory framework	2.26	Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of the Facilitation Committee	2025	FAL				In progress	FAL 46/24, paragraph 14.11 FAL 47/22, section 13

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
4. Engage in ocean governance	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the SDGs	Continuous	TCC	MSC/MEPC/FAL/LEG		No work requested	No work requested	MEPC 72/17, section 12; MEPC 73/19, section 13; MEPC 74/18, section 12
5. Enhance global facilitation and security of international trade	5.1	Application of single window concept	Continuous	FAL			Completed	Completed	FAL 39/16, paragraph 13.4.1
5. Enhance global facilitation and security of international trade	5.6	Analysis of possible means of auditing compliance with the Convention on Facilitation of International Maritime Traffic	2024	FAL			In progress	Extended	FAL 44/21, paragraph 18.2

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
5. Enhance global facilitation and security of international trade	5.7	Guidance to address maritime corruption	2022	FAL			Completed		FAL 46/24, paragraph 13.11
5. Enhance global facilitation and security of international trade	5.8	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions	Continuous	FAL			Completed	Completed	FAL 41/17, paragraph 14.1. FAL 42/17, paragraph 14.5. TCT extended to 2021. FAL decided to convert this output to a continuous output (FAL 43/20, paragraph 7.11.4).
5. Enhance global facilitation and security of international trade	5.9	Developing guidance for authentication, integrity and confidentiality of content for the purpose of exchange via maritime single window	2022	FAL			Completed		FAL 41/17, paragraph 14.3; FAL 46/24, paragraph 7.5

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
5. Enhance global facilitation and security of international trade	5.10	Review and update the annex of the FAL Convention	2023	FAL			In progress	Completed	FAL 42/17, paragraph 14.1; FAL 46/24, paragraph 3.7 FAL 47/22, section 4
5. Enhance global facilitation and security of international trade	5.11	Development of amendments to the Recommendations on the establishment of National Facilitation Committees (FAL.5/Circ.2)	2022	FAL			Completed		FAL 42/17, paragraph 14.6; FAL 46/24, paragraph 10.8
5. Enhance global facilitation and security of international trade	5.13	IMO's contribution to addressing unsafe mixed migration by sea	2024	FAL/LEG/ MSC			Extended	Extended	FAL 41/17, paragraph 7.15; MSC 98/23, paragraph 16.14; FAL 43, paragraph 10.7; MSC 101/24, paragraph 19.8; MSC 104/18, paragraph 9.5; MSC 105/20, section 10; FAL 46/24, paragraph 11.4, MSC 106/19, section 8; resolution MSC.528(106) FAL 47/22, paragraph 11.4
Notes: MSC 106 agreed to extend the target completion year to 2023, with the aim of keeping the Committee informed of developments. FAL 47 agreed to extend the target completion year to 2024, with the aim of keeping the Committee informed of developments.									

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
5. Enhance global facilitation and security of international trade	5.14	Development of guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic	2024	FAL			Completed	Extended	FAL 44/21/1, paragraphs 18.4; FAL 46/24, paragraph 15.7; FAL 47/22, paragraph 21.13
5. Enhance global facilitation and security of international trade	5.15	Development of guidelines for harmonized communication and electronic exchange of operational data for port calls	2023	FAL			In progress	Completed	FAL 44/21/1, paragraph 18.7 FAL 47/22, paragraph 9.5
5. Enhance global facilitation and security of international trade	5.16	Introduction of the API/PNR concept in maritime transport	2024	FAL			In progress	Extended	FAL 47/22, section 14

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
5. Enhance global facilitation and security of international trade	5.17	Development of guidelines on Port Community Systems	2024	FAL				In progress	FAL 46/24, paragraph 21.3 FAL 47/22, section 10
5. Enhance global facilitation and security of international trade	5.18	Review and update the Explanatory Manual to the FAL Convention	2024	FAL				In progress	FAL 47/22, section 5
7. Ensure regulatory effectiveness	7.1	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	Continuous	MSC/MEPC/FAL/LEG	III/PPR/CCC/SDC/SSE/NCSR		Ongoing	Ongoing	MSC 76/23, paragraph 20.3; MSC 78/26, paragraph 22.12
7. Ensure regulatory effectiveness	7.6	Consideration and analysis of reports and information on persons rescued at sea and stowaways	Annual	MSC/FAL			Completed	Completed	

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
8. Ensure organizational effectiveness	8.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC/MEPC/ FAL/LEG/ TCC		Completed	Completed	
8. Ensure organizational effectiveness	8.9	Revised documents on organization and method of work, as appropriate	2023	Council	MSC/MEPC/ FAL/LEG/ TCC		Completed	Completed	MSC-MEPC.1/Circ.5/Rev.3, subject to MEPC's concurrent approval FAL.3/Circ.217/Rev.1
OW. Other work	OW 3	Endorsed proposals for new outputs for the 2022-2023 biennium as accepted by the Committees	Annual	Council	MSC/MEPC/ FAL/LEG/ TCC		Completed	Completed	
OW. Other work	OW 8	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2023	Assembly	MSC/MEPC/ FAL/LEG/ TCC	Council	Completed	Completed	C 120/D, paragraphs 17(a).1-17(a).5

Facilitation Committee (FAL)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
OW. Other work	OW 9	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2023	Assembly	MSC/MEPC/ FAL/LEG/ TCC	Council	Completed	Completed	C 120/D, paragraphs 17(a).1 -17(a).

ANNEX 11

LIST OF OUTPUTS OF THE FACILITATION COMMITTEE FOR THE 2024-2025 BIENNIUM

Facilitation Committee (FAL)						
Reference to SD, applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ(s)
1	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC	MSC/MEPC/FAL/LEG	
1	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC	MSC/MEPC/FAL/LEG	
2	2.26	Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of the Facilitation Committee	2025	FAL		
4	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the SDGs	Continuous	TCC	MSC/MEPC/FAL/LEG	
5	5.1	Application of single window concept	Continuous	FAL		
5	5.6	Analysis of possible means of auditing compliance with the Convention on Facilitation of International Maritime Traffic	2024	FAL		
5	5.8	Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions	Continuous	FAL		
5	5.13	IMO's contribution to addressing unsafe mixed migration by sea	2024	FAL/LEG/ MSC		
Notes: MSC 106 agreed to extend the target completion year to 2023, with the aim of keeping the Committee informed of developments.						
5	5.14	Development of guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic	2024			
5	5.16	Introduction of the API/PNR concept in maritime transport	2024	FAL		
5	5.17	Development of guidelines on port community systems	2024	FAL		
5	5.18	Review and update of the Explanatory Manual to the FAL Convention	2024	FAL		

Facilitation Committee (FAL)						
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ(s)
7	7.1	Unified interpretation of provisions of IMO safety, security, environment, facilitation, liability and compensation-related conventions	Continuous	MSC/MEPC/FAL/LEG	III/PPR/CCC/SDC/SSE/NCSR	
7	7.6	Consideration and analysis of reports and information on persons rescued at sea and stowaways	Annual	MSC/FAL		
8	8.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC/MEPC/FAL/LEG/TCC	
8	8.9	Revised documents on organization and method of work, as appropriate	2025	Council	MSC/MEPC/FAL/LEG/TCC	
OW	OW 3	Endorsed proposals for new outputs for the 2022-2023 biennium as accepted by the Committees	Annual	Council	MSC/MEPC/FAL/LEG/TCC	
OW	OW 8	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2025	Assembly	MSC/MEPC/FAL/LEG/TCC	Council
OW	OW 9	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2025	Assembly	MSC/MEPC/FAL/LEG/TCC	Council

ANNEX 12

POST-BIENNIAL AGENDA OF THE FACILITATION COMMITTEE

Facilitation Committee (FAL)								
Number	Biennium (when the output was placed on the post-biennial agenda)	Reference to Strategic Direction, if applicable	Description	Parent organ(s)	Associated organs(s)	Coordinating organ(s)	Timescale (sessions)	References
	2022-2023	2	Consideration of descriptions of Maritime Services in the context of e-navigation	MSC	FAL/NCSR			

ANNEX 13

LIST OF SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE FORTY-EIGHTH SESSION OF THE COMMITTEE

Adoption of the agenda; report on credentials

Decisions of other IMO bodies

Consideration and adoption of proposed amendments to the Convention

Review and update of the Explanatory Manual to the FAL Convention

Application of single window concept

Review and revision of the IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions

Development of guidelines on Port Community Systems

Measures to address Maritime Autonomous Surface Ships (MASS) in the instruments under the purview of the Facilitation Committee

Development of guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic

Introduction of the API/PNR concept in maritime transport

Analysis of possible means of auditing compliance with the Convention on Facilitation of International Maritime Traffic

Unsafe mixed migration by sea

Consideration and analysis of reports and information on persons rescued at sea and stowaways

Technical cooperation activities related to facilitation of maritime traffic

Relations with other organizations

Application of the Committee's procedures on organization and method of work

Work programme

Election of Chair and Vice-Chair for 2025

Any other business

Consideration of the report of the Committee on its forty-eighth session

ANNEX 14

STATEMENTS BY DELEGATIONS AND OBSERVERS

AGENDA ITEM 2

Statement by the delegation of Australia

"Australia aligns itself with the intervention of Sweden on behalf of the Member States of the European Union, as well as the supporting interventions of the nearly 20 other states that have already taken the floor expressing these same views.

Australia stands with Ukraine, and a broad coalition of international partners, against the illegal and immoral full-scale invasion by the Russian Federation. The result has been - and continues to be - untold human suffering and jeopardising global food security. The Russian Federation's invasion of Ukraine is a gross violation of international law, with severe implications for seafarers and the marine environment. This includes the actions of the Russian Federation that impede rights to freedom of navigation. It also includes our future considerations of substandard shipping carrying sanctioned oil.

Australia strongly supports Ukraine's sovereignty and territorial integrity. We call on the Russian Federation to end the war that it started. Australia supports the recommendations made by Ukraine in FAL 47/2/1.

Australia requests that this statement be attached to the report of this meeting."

Statement by the delegation of Canada

"Canada wishes to thank the Secretariat for the updates regarding efforts related to the black sea grain initiative and the other vessels stranded in this area. As we have repeatedly stated, Canada condemns in the strongest possible terms Russia's unprovoked, unjustifiable, and egregious attack on Ukraine. This invasion is a violation of the UN Charter, and is an attack on international law, democracy, freedom, and human rights. The invasion severely threatens the safety and security of merchant shipping, the protection of the marine environment, the lives and safety of seafarers, the integrity of global supply lines, and the freedom of navigation, which is a foundational principle of the law of the sea. Canada stands in solidarity with Ukraine and calls on Russia to immediately cease its aggression and withdraw from Ukraine's sovereign territory.

In brief, Canada wishes to align itself with the statement by Sweden, France, and others and fully supports the proposal by the Ukraine regarding the request to this committee to include the statements relating to the condemnation of the Russian Federation's actions, the freedom of navigation, impacts on the global food supply, the renewal of the black sea grain initiative and the call to keep this matter under review in its final report. Importantly, we call on all the relevant parties to make all efforts to agree to a renewal of the Black Sea Grain Initiative, and to expand this effort to non-grain vessels stuck in Ukrainian ports since the start of this illegal conflict.

I ask that my statement be included in the committee's report."

Statement by the delegation of Finland

"Thank you Chair.

Good day to all you distinguished delegates. Finland would like to associate itself with the Statement of Sweden, France, and others. Finland condemns in the strongest possible terms unprovoked invasion against the fully independent State of Ukraine. We wish to express our full solidarity with Ukraine and the Ukrainian people. We support proposals made by Ukraine in their document. We would like this statement to be attached to the report of our committee.

Thank you."

Statement by the delegation of France

"Madame la Présidente,

La France apporte son entier soutien à la déclaration qui a été faite par la délégation de la Suède au nom des États membres de l'Union européenne. Cette délégation souhaite exprimer une nouvelle fois sa pleine solidarité avec l'Ukraine et le peuple ukrainien, dont la vie a été affectée par la guerre d'agression de la Russie que nous condamnons avec la plus grande fermeté possible.

Nous sommes entrés, le 24 février, dans la seconde année de cette guerre, ce qui représente un an de violation de la Charte des Nations unies. La France, l'Europe et ses partenaires restent donc plus que jamais aux côtés de l'Ukraine. Ce soutien se poursuivra se poursuivra aussi longtemps qu'il le faudra pour que l'Ukraine recouvre sa pleine et entière souveraineté. Madame la Présidente,

En conséquence, la France apporte son soutien aux propositions faites par la délégation ukrainienne dans le document FAL 47/2/1.

Nous souhaitons donc voir notre comité reprendre les termes s'agissant des différents points mentionnés par la délégation de la Suède, et notamment exprime sa préoccupation quant à la mise en œuvre de la Convention FAL dans les zones maritimes de la mer Noire, de la mer d'Azov et du détroit de Kerch. Nous souhaitons également que la Fédération de Russie respecte les obligations qui lui incombent en vertu des conventions et traités internationaux pertinents, afin d'assurer la libre navigation des navires conformément au droit international. Notre comité devra également apporter son appui à la poursuite de l'Initiative céréalière de la mer Noire en élargissant son champ d'application et encourager le Secrétaire général à redoubler d'efforts pour assurer le départ des navires bloqués.

Merci, Madame la Présidente."

Statement by the delegation of Georgia

"Thank you Chair,

The Georgian delegation wishes to align with the statement made by the delegation of Sweden and France.

The Georgian delegation would like to thank Ukraine for document FAL 47/2/1. Georgia wishes also to thank the IMO secretariat for their involvement in the Black Sea Initiative and for providing update regarding the maritime safety situation in the Northern part of the Black Sea.

This delegation wishes to express our full solidarity with Ukraine and the Ukrainian people. We condemn in the strongest possible terms the unprovoked and unjustified act of aggression of the Russian federation against Ukraine, which grossly violates international law and the UN Charter.

We demand that the Russian Federation immediately ceases its military actions, withdraws all its troops from the entire territory of Ukraine and abide by its obligations under relevant international treaties and conventions, in particular to ensure unhindered and free passage of vessels in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait, in accordance with international law.

Georgia express grave concern over the impact of the Russian Federation's war against Ukraine on the freedom of international navigation in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait, safety and well-being of seafarers and commercial vessels. Georgia supports proposal made by Ukraine in their document.

Georgia once again reiterates its unwavering support for the independence, sovereignty, and territorial integrity of Ukraine within its internationally recognized borders.

I wish to kindly ask the secretariat to annex this statement to the final report of the sub-committee.

Thank you."

Statement by the delegation of Germany

"Thank you, Madam Chair, and good morning to all.

We would like to thank Ukraine for the document provided and the IMO Secretariat for the update.

Once again, Germany expresses its full solidarity with Ukraine and its people - and condemns Russia's war of aggression against Ukraine in the strongest possible terms.

Germany fully aligns itself with the statement made by Sweden on behalf of the member states of the European Union as well as those made by France, Georgia, Italy and Japan. We, hence, also support the proposal made by Ukraine.

Finally, Germany would like to ask the Secretariat to include our statement in the final report. Thank you, Madam Chair."

Statement by the delegation of Greece

"Greece aligns itself with the intervention made by Sweden, supported by France and other delegations. We would like to thank Ukraine for document FAL 47/2/1 and support the actions proposed in par. 23 of it.

Greece has been standing by Ukraine from the very beginning of this conflict and condemns any action against the territorial sovereignty of this country. It is a fact that Greece had proposed together with other countries within this Organization the establishment of a safe maritime corridor and since the beginning of the Black Sea Grain Initiative, more than 50% of Ukrainian grains have been transported by Greek owned ships."

Statement by the delegation of Ireland

"Thank you Chair,

Ireland fully supports the statement made by the delegation Sweden as supported by other delegations.

Ireland wishes to offer our sincere condolences to Ukraine on the losses they have suffered. The continuing Russia military action against Ukraine is illegal and immoral, involving the utterly unacceptable targeting of civilians and civilian infrastructure, the prohibited use of weapons and indiscriminate attacks. The immediate withdrawal of the Russian military from Ukrainian territory is required. We are unwavering in our solidarity with the people of Ukraine and our support for Ukraine's sovereignty and territorial integrity.

We would request that our statement is included in the report of the Committee. Thank you."

Statement by the delegation of Italy

"First of all, we wish to take the opportunity to thank the director Mrs. Heike Deggim for the accurate update on the situation, which we very much appreciated, as well as the IMO for the efforts provided and for achieving remarkable results over the last year.

Coming to the matter at hand, our delegation wishes to thank the Ukraine delegation for the document provided which we fully support.

Italy, as already expressed in other committees, condemns this war in the strongest possible terms and once again calls on Russia to put an immediate end to it and withdraw all its forces outside the internationally recognized Ukrainian borders.

This war has shaken the foundations of the rules-based international order and continues to threaten peace and security in Europe and globally.

The conflict in Ukraine has strongly reminded us of the crucial link between respect for human rights and fundamental freedoms and common security.

In particular Chair, we express our concern over the impact of the Russian Federation's war against Ukraine with respect to the freedom of international navigation in the Black Sea, the Sea of Azov, and the Kerch Strait, the safety and the well-being of seafarers.

Italy stands by Ukraine: we will continue to support the Ukrainian people until a just peace is reached, respectful of the United Nations Charter and Ukrainian sovereignty.

Chair if I may I would ask this statement be reported in the final report."

Statement by the delegation of Japan

"Thank you Chair,

Russia's aggression against Ukraine is an attempt of unilateral change of the status quo by force and an infringement of Ukraine's sovereignty and territorial integrity, which constitutes a clear violation of international law, and is a grave breach of the United Nations Charter.

All these actions that shake the very foundation of international order are absolutely unacceptable, and Japan condemns Russia's actions in the strongest terms.

In the face of prolonged Russia's aggression, in order to stop its aggression Japan continues strict sanctions against Russia and strong supports for Ukraine.

Therefore, this delegation supports the proposal set out in document FAL 47/2/1 by Ukraine. This delegation understands that the FAL Committee is an appropriate body to address the ongoing threat on the freedom of navigation. In this regard, this delegation also supports the statement just expressed by the distinguished delegate of Ukraine and supports reflecting these points to the final report of the Committee."

Statement by the delegation of Poland

"Thank you, Madam Chair,

Poland aligns itself with the statement made by Sweden.

Poland stands in solidarity with Ukraine and the Ukrainian people in the context of Russia's blatant violation of international law and its war of aggression against Ukraine.

We condemn Russia's actions in the strongest possible terms and fully support Ukraine's territorial integrity, sovereignty, and independence within its internationally recognised borders, including its territorial waters.

We are gravely concerned over the impact of Russia's war against Ukraine on the safety and well-being of seafarers and the freedom of international navigation in the northern part of the Black Sea, the Sea of Azov, and the Kerch Strait.

Poland joins Ukraine in demanding that the Russian Federation immediately cease the use of force against Ukraine, stop the atrocities and withdraw its troops from Ukraine to ensure free passage of vessels in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait

We would like our statement to be included in the Report.

Thank you, Madam Chair."

Statement by the delegation of Portugal

"Thank you Chair,

The delegation of Portugal aligns its statement with the one delivered by delegation of Sweden on behalf of the European Union's Member States.

We thank the Secretariat for the update and we encourage the Secretary-General, in collaboration with all involved parties, to further their efforts to ensure the departure of vessels stranded in the region.

We also thank the delegation of Ukraine for submitting document FAL 47/2/1. We support the action requests made earlier by Ukraine in its intervention to this meeting.

Madam Chair,

At the last FAL meeting, this delegation condemned Russia for its war of aggression against Ukraine.

We reiterate our condemnation of Russia's war against a sovereign country, which grossly violates the International Law and in particular the Charter of the United Nations.

Russia must act in accordance with the U.N. Charter and respect the sovereignty of Ukraine, withdrawing from its entire territory.

Portugal continues to stand in unwavering solidarity with the Ukrainian people. We maintain our support to the sovereignty, independence, unity and territorial integrity of Ukraine.

Madam Chair,

Turning to the Black Sea Grain Initiative, this has so far allowed the shipment of more than 23 million tonnes of grain, reaching regions where it is most needed. This is a remarkable achievement of the United Nations, also due to the personal commitment of U.N. Secretary-General Antonio Guterres.

We hope that all parties will acknowledge the crucial importance of this initiative, ensuring its continuity.

Madam Chair, We kindly ask that this statement to be attached in the report of this meeting.

Thank you."

Statement by the delegation of Russian Federation

"Представление нашего комментирующего документа (FAL 47/2/2) хотелось бы начать с того, что многие вопросы, которые затронуты в документе FAL 47/2/1, нарушают мандат этой Организации, а действия, запрашиваемые от нашего Комитета в украинском документе, полностью выходят за рамки компетентности Комитета в частности и Организации в целом. Мы постоянно видим растущее количество заявлений и документов по сугубо политическим вопросам, которые мы не можем здесь обсуждать и принимать какие-либо решения в этой связи. При этом в упомянутых документах информация подается, как позиция рабочих органов ИМО, а это не соответствует действительности и абсолютно недопустимо.

Далее, документ FAL 47/2/1 содержит упоминания о заблокированных в украинских портах судах, однако при этом опущена причина, по которой данные суда остаются заблокированными в этих портах - то, что именно украинская сторона не выпускает суда из своих портов и использует их и экипажи судов в качестве живого щита.

В этой связи хотелось бы поблагодарить Генерального Секретаря и сотрудников Секретариата за их усилия по решению вопроса с выходом заблокированных судов. Наша делегация неоднократно заявляла на этой площадке, и мы будем последовательны в своих заявлениях – российская сторона остается приверженной скорейшему выходу всех гражданских судов и скорейшему возвращению всех членов экипажей домой. Напоминаем, что это именно Российская Федерация установила безопасный морской коридор для этих целей и в случае принятия украинской стороной решения об освобождении судов и членов их экипажей, Российская Федерация предпримет все необходимые усилия по безопасному следованию судов в акватории Черного моря в порты их назначения.

Что касается Черноморской зерновой инициативы, прежде всего хотели бы поблагодарить Директора департамента безопасности на море за представление обновленной информации о ходе реализации зерновой инициативы. В то же время должны заметить, что данная инициатива была частью более широкого пакета

договоренностей, предполагающего также открытие экспорта российской сельхозпродукции и удобрений. Однако, на практике мы видим, что через восемь месяцев после заключения Стамбульских договоренностей, выполняется только одна их часть по вывозу украинского продовольствия, при этом львиная доля зерна, которое вывозится из Украины идёт по демпинговым ценам в страны Евросоюза, а не в беднейшие нуждающиеся государства, что являлось собственно целью этой зерновой инициативы.

Возвращаясь к документу FAL 47/2/1, отмечаем, что украинская сторона пытается ввести в заблуждение членов ИМО своими попытками интерпретировать некоторые положения UNCLOS, в том числе, что касается прав и обязанностей прибрежного государства в отношении соответствующих морских районов. Это касается правового статуса Азовского моря и Керченского пролива. В этой связи необходимо отметить, что Керченский пролив никогда не был и не является международным проливом по смыслу UNCLOS.

Несмотря на изложенные в украинском документе обвинения в адрес российской стороны, действия российских пограничников никогда не носили и не несут ограничительного и дискриминационного характера. В нашем комментирующем документе (FAL 47/2/2) приводится статистика по соответствующим проверкам судов на входе в Азовское море и выходе из него в Чёрное море через Керченский пролив. Эта статистика ясно показывает, что никаких дискриминационных или ограничительных мер не предпринимается российской стороной, а возможные потери времени судами при прохождении Керченского пролива, обусловлены спецификой транзита через Керчь-Еникальский канал, его габаритами и сложными гидрометеорологическими и навигационными условиями в этом районе.

В заключение хотелось бы еще раз заверить всех присутствующих, что безопасность и охрана судоходства, а также охрана окружающей среды в акватории Азовского моря и Керченского пролива всецело обеспечиваются Российской Федерацией, а все российские обязательства по соответствующим инструментам ИМО выполняются в полном объеме."

(English translation of the statement)

"We would like to start the presentation of our commenting document (FAL 47/2/2) by saying that many of the issues that are raised in document FAL 47/2/1 violate the mandate of this Organization, and the actions requested from our Committee in the Ukrainian document are completely beyond the competence of the Committee in particular and the Organization as a whole. We constantly see a growing number of statements and documents on purely political issues that we cannot discuss here and take any decisions in this regard. At the same time, in the mentioned documents, information is presented as the position of the working bodies of the IMO, which is not true and totally unacceptable.

Further, the document FAL 47/2/1 contains references to ships blocked in Ukrainian Black Sea ports, however, the reason why these ships remain blocked in these ports is omitted - that it is the Ukrainian side that does not release ships from its ports and uses them and ships' crews as human shield.

In this regard we would like to thank the Secretary-General and the staff of the Secretariat for their efforts to resolve the issue of the release of the blocked ships. Our delegation has repeatedly stated in this Organization and we will be consistent in our statements - the Russian side remains committed to the speedy departure of all civilian ships that currently remain blocked in the ports of Ukraine and return of all crew members to their homes. We remind you

that it is the Russian Federation that has established a safe maritime corridor for these purposes, and if the Ukrainian side decides to release the ships and their crew members, the Russian Federation will take all necessary efforts to ensure the safe passage of ships in the Black Sea to their ports of destination.

With regard to the Black Sea Grain Initiative, we would first of all like to thank the Director of the Maritime Safety Division for providing an update on the progress of the implementation of the Grain Initiative. At the same time, it should be noted that this Initiative was part of a wider package of agreements, which also included the opening of the export of Russian agricultural products and fertilizers. However, in practice, we see that eight months after the conclusion of the Istanbul Accords, only one part of them is being carried out for the export of Ukrainian food, while the lion's share of the grain that is exported from Ukraine goes at dumping prices to the EU countries, and not to the poorest needy states, which was actually the goal of this grain initiative at first instance.

Coming back to document FAL 47/2/1, we have to note that the Ukrainian side tries to mislead IMO Members in its attempts to interpret some of the UNCLOS provisions, including those regarding the rights and obligations of the coastal State in relation to the relevant maritime areas. This concerns the legal status of the Sea of Azov and the Kerch Strait. In this regard, it should be noted that the Kerch Strait has never been and is not an international passage within the meaning of UNCLOS.

Despite the accusations against the Russian side set out in the Ukrainian document, the actions of the Russian border guards have never been and are not of a restrictive and discriminatory nature. Our commenting document (FAL 47/2/2) provides statistics on the relevant inspections of ships entering the Sea of Azov and leaving it to the Black Sea through the Kerch Strait. These statistics clearly show that no discriminatory or restrictive measures are taken by the Russian side, while possible loss of time by ships when passing through the Kerch Strait is due to the specifics of transit through the Kerch-Yenikale Canal, its dimensions and difficult hydro-meteorological and navigational conditions in this area.

In conclusion, we would like to reassure all those present that the safety and security of navigation, as well as environmental protection in the Sea of Azov and the Kerch Strait, are fully provided by the Russian Federation and all Russian obligations under the relevant IMO instruments are being fully implemented."

Statement by the delegation of Spain

"España apoya en su totalidad la intervención de la delegación de Suecia en nombre de la Unión Europea en la que se condena la agresión militar no provocada e injustificada de la Federación de Rusia contra Ucrania.

Aprovechamos esta oportunidad para volver a expresar nuestro compromiso y solidaridad con el pueblo ucraniano ante la agresión de la que está siendo objeto por parte de la Federación de Rusia.

España comparte las mismas preocupaciones manifestadas por la delegación de Ucrania en relación con las repercusiones de la invasión de Ucrania por parte de la Federación de Rusia en la libertad de navegación, el transporte marítimo internacional, así como en la seguridad y bienestar de la gente de mar en la zona del mar Negro, el mar de Azov y el estrecho de Kerch, por lo que esta delegación apoya las acciones que se piden al Comité en el párrafo 23 del documento FAL 47/2/1 junto a la necesidad de renovar la iniciativa del grano del mar negro y su posible extensión a otro tipo cargas y puertos.

Solicitamos por último que esta declaración sea incluida en el informe final del Comité."

Statement by the delegation of Sweden

"Thank you Chair,

And good morning all Distinguished delegates, whether here in the Main hall or online. Continuing. On behalf of the Member States of the European Union, which are all members of the IMO, Sweden wish to express the EU's and its MS' full solidarity with Ukraine and the Ukrainian people.

We condemn in the strongest possible terms Russia's unprovoked and unjustified war of aggression against Ukraine, which grossly violates international law and the UN Charter, and undermines international security and stability.

We demand that Russia immediately cease its military actions, withdraw all its troops from the entire territory of Ukraine and fully respect Ukraine's territorial integrity, sovereignty and independence within its internationally recognised borders and abide by UN General Assembly resolution titled "Aggression against Ukraine" supported by 141 states at the 11th emergency special session.

We resolutely support Ukraine's inherent right of self-defence and the Ukrainian armed forces' efforts to defend Ukraine's territorial integrity and population in accordance with Article 51 of the UN Charter. Russia must respect its obligations under international law at all times, including international humanitarian and human rights law, including with respect to the protection of civilians, women and children. Russia also needs to stop its disinformation campaign and cyber-attacks.

Furthermore, we strongly reject and unequivocally condemn Russia's attempted illegal annexation of the Ukrainian regions of Donetsk, Luhansk, Zaporizhzhia and Kherson. Following these decisions, the European Union adopted on 6 October sanction measures against Russian maritime transport of hydrocarbons.

Finally, having heard what the distinguished delegate from Ukraine has put forward for insertion in the report of this meeting, FAL 47, with regards to:

- navigation rights and freedoms of in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait, safety and wellbeing of seafarers and commercial vessels;
- the compromising effects the Russian aggression has on the implementation of the FAL Convention overall;
- the continuation of possible extension of the 2022 Black Sea Grain Initiative;
- to encourage the Secretary-General, in collaboration with all involved parties, to further their efforts to ensure the departure of vessels blocked in Ukrainian ports;

and to keep this matter under review and invite Member States concerned to provide relevant reports to the Committee;

Sweden supports them being inserted into the report of this meeting.

I would like this statement to be attached to the report of this meeting.

Thank you Chair."

Statement by the delegation of Türkiye

"As we entered the second year of the war, there is no end in sight to the fighting or the suffering.

The war's toll on Ukraine is already immense. Its global impact is devastating. It also continues to pose a serious threat to maritime security and safety of navigation in the Black Sea and Sea of Azov, as well as to the well-being of the seafarers.

We once again, thank the IMO Secretary General and Secretariat for their valuable efforts to address the impacts of the war on shipping and safety of the seafarers in the Black Sea and Sea of Azov.

Chair,

Since day one, Türkiye has adopted a principled position in terms of rejecting the war in Ukraine and calling it unacceptable.

We have manifested our position by co-sponsoring or voting in favour of all relevant UN General Assembly Resolutions.

We stand with Ukraine in its efforts to protect its sovereignty and territorial integrity.

But, we maintain our view that a diplomatic solution should be the priority.

The Black Sea Grain Initiative has proved that diplomacy can deliver results.

Against all odds, the Initiative continues to deliver for all the parties involved. So far, it allowed more than 23 million tons of various grain products to reach world markets.

Thanks to the Initiative, international grain prices has been stabilized and lowest income countries' access to food products were eased.

What matters most now is to keep the Initiative working. In this regard, continued support of international community without any caveats and cooperation from the sides are important.

In the period ahead, Türkiye will remain engaged in all efforts to achieve a comprehensive, just and lasting peace in Ukraine."

Statement by the delegation of Ukraine

"Madam Chair,

It is bitter to realize that our Organization has not been able to find a proper response to violations of international law that have been going on for 9 years as a result of the unprovoked aggressive war of the Russian Federation against Ukraine.

All these years, the IMO has observed numerous overt abuses of the sovereign rights of Ukraine in the maritime areas adjacent to the Autonomous Republic of Crimea, temporarily occupied by Russia, as well as the interfering with the freedom of navigation in the Black Sea and the Sea of Azov, when civilian commercial vessels heading to Ukrainian ports were harassed.

As of today, with the full-scale Russian invasion lasting for 382 days, these violations amounted to direct attacks against Ukrainian ports and foreign vessels located there, continuing naval blockade of the said ports etc. All actions of the Russian Federation are aimed not at facilitating international maritime trade shipping, but rather continuing gross breaches of norms and principles of international law, in particular of the FAL Convention, and putting an end to it in the Black-Azov seas region.

No doubt the Russian delegation will, as usual, trumpet the groundlessness of the accusations, as well as the absence of discriminatory approaches and delays in inspections during the passage of the Kerch Strait. It is not surprising, given the fact that Russian troops temporarily occupied part of Ukraine's mainland in the Sea of Azov region, seized a number of foreign ships in the port of Mariupol, and imposed criminal restrictions on the passage of the Kerch Strait, which is international in its status. Only those ships are allowed to go there that are involved, for example, in the delivery of military cargo from countries that are complicit in Russian aggression, or taking part in looting Ukrainian property, primarily natural resources and food from the occupied territories. Freedom of navigation in the north-western part of the Black Sea and the fate of numerous ships that have been unable to leave Ukrainian ports since the Russian invasion remain at risk.

However, the Russian naval blockade of Ukraine was not complete. The pressure of the international community and the decisive actions of the Ukrainian army, but not the willingness to adhere to UNCLOS or FAL Convention - these are the factors that forced the Russian aggressor to participate in agreements forming the Black Sea Grain Initiative, which in turn made possible the withdrawal of a part of the blocked ships. Yet, the Grain initiative allows the international navigation from / to Ukraine's ports in an extremely limited form and with the maximum administrative and formal burden, while Russia regularly do not abides by its obligations and reverts to constant sabotages of the Initiative's implementation and blackmailing its parties. It should also be noted that Russia disregards the decision of the 35th extraordinary session of the IMO Council adopted exactly a year ago and prevents the delivery of humanitarian cargo and medicines to Ukraine by sea.

We believe that the extension of the Grain Initiative after 18 March this year and the expansion of its scope will allow more ships to leave the war zone. In the last few months alone, 5 vessels and other crafts have become victims of Russian indiscriminate attacks on the ports of Mykolaiv and Kherson. That is why the extension of the Grain Initiative is indispensable, but it should not come at the price of unblocking the ways for Russia to finance further its aggressive war.

In this regard, considering the remaining threat from the Russian occupying forces, it is necessary to make additional efforts to find a solution for the safe exit of the remaining ships. The leadership of the IMO Secretariat was repeatedly given relevant instructions, and we call it to expedite the relevant negotiating process.

Madam Chair,

In view of the above, this delegation requests the Committee to consider reflecting following points in its final report, which we believe would be agreeable to the majority of the member states, in particular:

- 1 to strongly condemn the Russian Federation's armed aggression against Ukraine that started in 2014 and took the form of a full-scale invasion on 24 February 2022, which is a violation of the territorial integrity and the sovereignty of a UN Member State, extending to its territorial waters, and inconsistent with the principles and purposes of IMO, as well as the 1965 Convention on Facilitation of International Maritime Traffic;

2 to express grave concern over the impact of the Russian Federation's war against Ukraine on the freedom of international navigation in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait, safety and wellbeing of seafarers and commercial vessels;

3 to express concern that the afore-mentioned armed invasion by the Russian Federation and its attacks against commercial vessels compromised the implementation of the FAL Convention in the maritime areas of the Black Sea, the Sea of Azov and the Kerch Strait, including through the harassment of seafarers;

4 to demand that the Russian Federation immediately cease the use of force against Ukraine, withdraw all of its troops from Ukraine, and abide by its obligations under relevant international treaties and conventions, so as to ensure navigation rights and freedoms of vessels in the northern part of the Black Sea, the Sea of Azov and the Kerch Strait, in accordance with international law;

5 to note that the launch of the Black Sea Grain Initiative in 2022, which was vital to managing global food prices and supply, also allowed a significant number of vessels blocked in Ukrainian ports by Russian armed forces to leave the area of hostilities, and demand from the Russian Federation not to impede its continued implementation;

6 to urge the parties of the Black Sea Grain Initiative to automatically renew it after 18 March 2023 and to expand its scope in terms of adding new types of cargo and ports in Mykolaiv and Kherson regions, to make possible the safe evacuation of other stranded ships and seafarers remaining in the Black Sea region;

7 to encourage the Secretary-General, in collaboration with all involved parties, to redouble his efforts to ensure the departure of vessels blocked in Ukrainian ports in the Black Sea and the Sea of Azov, once the Russian Federation provides explicit non-attack guarantees, and keep Member States informed of developments;

8 to keep this matter under review and invite Member States concerned to provide relevant reports to the Committee.

In the meantime, Madam Chair, we invite Member States to consider the need to ensure the effectiveness of the implementation of decisions taken by the IMO bodies in order to combat impunity.

Removing Russia from its seat at the IMO Council would be a next logical step in this direction. Allowing a state with a history of violating international law to continue to influencing the decision-making and shaping the policy of the Organization may have far-reaching consequences, such as undermining its credibility and effectiveness.

I thank you, Madam Chair, and request that this statement is appended to the report of the Committee. "

Statement by the delegation of United Kingdom

"Thank you, Chair

As we pass the anniversary of Russia's unprovoked and illegal invasion of Ukraine, the United Kingdom wishes to reiterate its unwavering support for Ukraine and continues to condemn the Russian government's reprehensible actions.

To support Ukrainian efforts to secure a just and sustainable peace that respects the UN Charter, the United Kingdom is accelerating its support to Ukraine. We again call upon Russia to immediately halt its illegitimate attacks and unconditionally withdraw its forces from Ukraine. We must not allow the duration of this ongoing war to desensitise us to the severity of Russia's actions and the widespread suffering that they are purposefully inflicting on the civilians of Ukraine.

Alongside our international partners, the United Kingdom will continue to increase the pressure on Russia and hold perpetrators to account for their crimes. Our aim remains clear: we will support Ukraine to succeed. And we will do everything we can to ensure that happens.

Regarding FAL 47/2/1 by Ukraine, we strongly support the actions requested of the committee.

The Black Sea Grain Initiative has been important in allowing the export of food every day, including to some of the least developed countries in the world.

As already mentioned by others we urge the parties to renew the Black Sea Grain Initiative and to consider expanding its scope to include new types of cargo and additional ports, to make possible the safe evacuation of other stranded ships and seafarers remaining in the Black Sea region. We call on Russia to stop weaponising food and agree to an expansion of the deal.

We would ask that this statement is attached to the final report, and we have sent this to the statements email address.

Thank you, Chair."

Statement by the delegation of United States

"Just over one year ago, the Russian Federation launched its brutal and unprovoked full-scale invasion of Ukraine. The United States condemns in the strongest possible terms Russia's illegal war against Ukraine. Russia's actions are a blatant violation of the United Nations Charter and are inconsistent with the purposes of the IMO as set out in Article 1 of the IMO Convention.

We thank the Secretariat for its update on the Black Sea Grain Initiative and efforts to secure safe passage for vessels and seafarers stranded due to Russia's illegal war. The Black Sea Grain Initiative is vital to global food security. Before the initiative, Russia was blocking Ukraine's ability to export grain, and global food prices soared. Since the initiative began in August 2022, global grain prices have returned to pre-2022 levels. More than 23 million metric tons of grain and oilseeds have been shipped worldwide, including for places facing the most dire food security crises, including Yemen, Ethiopia, Somalia, and Afghanistan.

The initiative's current term ends March 18, and it must be extended and expanded to make full use of the existing Black Sea export infrastructure. Each fraction of a percentage point rise in food prices pushes someone somewhere in the world over the line into extreme poverty. The bottom line is that the world needs Ukrainian grain – and we are all better off when Ukrainian grain gets to world markets.

We have seen comments from Russian officials casting doubt on their interest in renewing the initiative and we are concerned Russia may object to renewal before March 18. This initiative is essential to millions of people worldwide. It must be sustained and expanded.

We support all efforts to ensure the safety of seafarers, commercial vessels, and the marine environment in the Black Sea and Sea of Azov. The swiftest and surest way to accomplish all of this is for Russia to end its illegal full-scale invasion of Ukraine immediately, and to withdraw all its forces from Ukrainian territory, including Crimea, and extending to its territorial waters. The United States does not, and will never, recognize any of the Kremlin's claims to sovereignty over parts of Ukraine that it seized by force and now purports to incorporate into Russia. As President Biden said after visiting Kyiv a few weeks ago, "It's simple. If Russia stopped invading Ukraine, it would end the war." The United States stands with Ukraine and its people, and will continue to stand with Ukraine for as long as it takes.

We thank the distinguished delegation of Ukraine for document FAL 47/2/1. This document details some of the direct negative impacts that the Russian Federation's illegal war on Ukraine is having on commercial shipping and maritime trade in the Black Sea and Sea of Azov. The United States fully supports this Committee taking the actions proposed in paragraph 23 of that document and in the statement from the delegation of Ukraine, and asks that these proposals be reflected as decisions in the report of this Committee.

We ask that our statement be appended to the final report of this Committee. Thank you, Chair."

Statement by the observer from EC

"Thank you Chair and good morning to all distinguished delegates.

The European Commission refers to the Ukrainian submission FAL 47/2/1 and supports the proposals in that document. We wish to fully align ourselves with the statement made by Sweden.

We would ask that our statement be included in the Committee's report."

AGENDA ITEM 7

Statement by the observer from WSC

"Good morning to all, good day

We would like to express appreciation for the great and meticulous work that has been done by the chair and the drafters of the datasets that are agreed for inclusion in the IMO Compendium.

I understand that the concerns that I'm going to raise are also discussed briefly in the working group. But these concerns are important to us, so we would like to raise them here as well. I refer to paragraph 13 of the working group report, which refers to the agreement to include the VGM (verified gross mass) data set in the new version of the Compendium. Madam Chair, as we all know, section 1.1 of the Compendium states its purpose which is to act as a reference manual for creating the systems that support electronic transmission of cargo information, among others. It is clear that the Compendium can be used in practice as a "one stop shop" by software designers who may not distinguish between IMO-mandatory and optional data elements which are included in the data sets, unless those are clearly distinguished by the IMO within the data set itself.

The VGM data set specifically contains -what we count as - at least 13 optional elements such as the container seal identification number, and the booking reference number. These go beyond SOLAS regulation VI/2 and the MSC Guidelines for verified gross mass of a container carrying cargo (MSC.1/Circ.1475). This is not a secret and it's not a mistake. Quite the contrary, it is intended to facilitate the electronic transmission of this optional information for those who have it and for those who wish to do so.

However, within the data set, there is no clear distinction of these optional elements, thus creating a tangible risk of misunderstanding and misapplication of the relevant regulation through the relevant IT systems. In contrast, for example, the UNECE Verified Gross Mass message (Vermas) does indeed contain a very clear statement as to what is mandatory and what is optional, for its users.

The risk that we are running is ending up with software that implements the entire VGM data set as a standardised 'de facto requirement' that goes beyond SOLAS and in this way causing potential business disruption for shippers, carriers and the supply chain, and a false expectation that the entire data set is a mandatory requirement. I understand that this may also be a concern with other data sets apart from the VGM one.

Madam Chair, Verified Gross Mass is very important to us - understandably so. The flow of information is important to us in the context of preventing containers being lost at sea and for the stability of the ship.

Next week, the Experts Group on Data Harmonisation (EGDH) is set – under its agenda item 12 - to discuss how to avoid the Compendium being used as a "de facto regulation". In light of the real concerns that we express from industry and in order to ensure that the good work that has been done is preserved, optimised and improved, we would urge the Committee to:

- .1 note our concerns, within the Committee's report; and
- .2 encourage the EGDH to prioritise discussion on clarifying within the data sets, as to what is regulatory and what is optional information, in order to avoid the risks that I just explained, using the agreed VGM data set as a first case for the further improvement of the IMO Compendium, which is important to electronic business.

There is a note in paragraph 13.4 of the Working Group's report that instructs the EGDH to consider how to provide guidance, but we believe that this needs to be strengthened based on our recommendation to the committee today.

Madam Chair, thank you very much and apologies for taking up your time.

Thank you."

AGENDA ITEM 21

Statement by the delegation of the Republic of Korea

"Thank you Chair,

This Delegation would like to draw serious attention of this FAL Committee to the ballistic missile launches repeated again by North Korea, in the early this morning in Japan, or last midnight in UK time.

Japan strongly condemns repeated launches of ballistic missiles by North Korea. These missile launches are in violation of the UN Security Council Resolutions and constitute serious a threat to the peace and security of Japan, the region and the international community. These missile launches proper prior notification also endangers the freedom and safety of marine traffic against what we have been working on at this Organization.

Such a reckless act is totally unacceptable for the Government of Japan, and recalls that the Council 128th Session also made a decision concerning on this matter.

Thus Japan urges North Korea over again, to fully implement the relevant UN Security Council Resolutions and comply with the relevant IMO Convention and IMO Assembly Resolution.

Thank you."

Statement by the delegation of the Democratic People's Republic of Korea

"Thank you, Madam Chair,

Good morning, distinguished delegates,

Regarding prior notice mentioned by previous delegation, it does not reflect the reality of the Korean peninsula which is technically at war.

And also, our missile launches had not posed any harm to the safety of international shipping and the security of our neighbouring countries and regions.

Instead, this delegation would like to highlight that the greatest and real threats to the safety and security in Korean peninsula waters, are from the United States.

As we have repeatedly mentioned before, the United States has posed the military threats to the DPR Korea by conducting various kinds of aggressive joint military drills with south Korea and others against the DPR Korea over tens of thousands of times for 70 years.

Even this year, on 31st January, the U.S. Secretary of Defence openly declared during his visit to south Korea that the U.S. would deploy more strategic assets such as the fifth-generation stealth fighters and nuclear carriers, unhesitatingly talking about the use of nuclear weapons against the DPR Korea.

Following his threatening declaration, so far, the United States has staged several joint military exercises with south Korea against the DPR Korea, including the combined air drills with war planes, such as B-1B strategic bomber and F-35 stealth fighters on 1st and 19th February, 3rd March, and B-52H bomber on 6 March, escalating the military tensions of Korean Peninsula. In particular, even now, the US and South Korea are conducting the joint aggressive military exercises in Korean Peninsula.

This delegation would like to ask if the previous delegations have ever addressed such aggressive joint military exercises which posed the threats to the security of the Korean Peninsula and the safety of international shipping in the waters.

The DPR Korea's missile launches are the justified exercises of the right to self-defense in order to defend the destiny of the country and the life of our people and modernize its national defense capability, which has controlled the aggressive war by the U.S. and others on Korean Peninsula.

In addition, this delegation reiterates that this forum is not appropriate for discussing the political and military issues because it is beyond the mandate of the IMO.

Instead, the DPR Korea would like to take this opportunity to request all the distinguished delegates to draw your attention to the compelling needs to restrain the large scale and frequent naval military drills against other member state, in order to secure the navigational safety and efficient international shipping.

Thank you, Madam Chair."
