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Agenda item 24

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**REPORT OF THE FACILITATION COMMITTEE
ON ITS FORTY-SIXTH SESSION**

Attached are annexes 1 to 12 to the report of the Facilitation Committee on its forty-sixth session (FAL 46/24).

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ANNEX 1

RESOLUTION FAL.14(46)

Adopted on 13 May 2022

**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-sixth 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 2024 unless, prior to 1 October 2023 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**

The complete text of the annex to the Convention is replaced by the following:

"Section 1 – Definitions and general provisions

A. Definitions

For the purpose of the provisions of this annex, the following meanings shall be attributed to the terms listed:

Actual time of arrival (ATA). The date and time when a ship first comes to rest, whether at an anchorage or at a dock, in a port.

Actual time of departure (ATD). The date and time when a ship departs from a location, whether from an anchorage or from a dock, in a port.

Attempted stowaway. A person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the master or any other responsible person, and who is detected on board the ship before it has departed from the port.

Authenticate. To establish and verify a claimed identity of the information provider or to verify the authenticity of the exchanged message(s).

Cargo. Any goods, wares, merchandise and articles of every kind whatsoever carried on a ship, other than mail, ship's stores, ship's spare parts, ship's equipment, cargo transport units not carried under a contract of carriage with a shipper, crew's effects and passengers' accompanied baggage.

Cargo transport unit (CTU). A freight container, swap-body, vehicle, railway wagon or any other similar unit.

Clearance. Accomplishment of customs and other formalities necessary to:

- (a) permit goods to be imported, to be exported or to be placed under another customs procedure (so called customs clearance);
- (b) permit persons to enter the territory of a State; or
- (c) permit a ship to enter or depart a port within the territory of a State.

Crew's effects. Clothing, personal items in everyday use and other articles, which may include currency, belonging to the crew and carried on the ship.

Crew member. Any person employed for duties on board during a voyage in the working or service of a ship and included in the Crew List.

Cruise ship. A ship on an international voyage carrying passengers accommodated aboard, for the purpose of making scheduled temporary tourist visits at one or more different ports, and which during the voyage does not normally:

- (a) embark or disembark any other passengers;
- (b) load or discharge any cargo.

Declaration. Information provided by electronic means or, in exceptional circumstances, by non-electronic means to fulfil reporting requirements in accordance with Standard 2.1.

Estimated time of arrival (ETA). The date and time when a ship is expected to arrive at a specific geographical position, e.g. a port, an anchorage or a pilot boarding area in the vicinity of the port.

Estimated time of departure (ETD). The date and time when a ship is expected to depart from a specific geographical position, e.g. a port or an anchorage in the vicinity of the port.

Freight container. An article of transport equipment that is of a permanent character and accordingly strong enough to be suitable for repeated use; specially designed to facilitate the transport of goods, by one or other modes of transport, without intermediate reloading; designed to be secured and/or readily handled, having fittings for these purposes, and approved in accordance with the International Convention for Safe Containers (CSC), 1972, as amended. The term "freight container" includes neither vehicle nor packaging; however, a freight container that is carried on a chassis is included.

Manifest. Summary of various information from bills of lading and other transport documents issued for the carriage of goods on board ships.

Master. The person having command of a ship.

Passenger in transit. A passenger who arrives by ship from a foreign country for the purpose of continuing his or her journey by ship or some other means of transport to a foreign country.

Passengers' accompanied baggage. Property, which may include currency, carried for a passenger on the same ship as the passenger, whether in his or her personal possession or not, so long as it is not carried under a contract of carriage of goods or other similar agreement.

Port. Any port, terminal/facility, offshore terminal, ship and repair yard or roadstead which is normally used for the loading, unloading of cargo, embarkation and disembarkation of passengers, repair and anchoring of ships, or any other place at which a ship can call.

Postal items. Letter-post and parcels, as described in the Acts of the Universal Postal Union currently in force, tendered to be carried by a ship for carriage by the designated operator of the country of origin and intended for delivery to the designated operator of the country of destination in the ship's ports of call.

Public authorities. The agencies or officials in a State responsible for the application and enforcement of the laws and regulations of that State which relate to any aspect of the Standards and Recommended Practices contained in this annex.

Regulated article. Plant, animal product, food product or plant product, storage place, packaging, conveyance, container, soil and any other organism, object or material capable of harbouring or spreading pests or diseases, deemed to require sanitary or phytosanitary measures, particularly where international maritime transportation is involved.

Release. Action taken by customs authorities to permit goods undergoing clearance to be placed at the disposal of the persons concerned.

Security measures. Measures developed and implemented in accordance with international agreements and national regulations to improve security on board ships and in port areas and facilities, and of goods moving in the international supply chain to detect and prevent unlawful acts.

Ship agent. The party representing the ship's owner and/or charterer (the Principal) in port. If so instructed, the agent is responsible to the Principal for arranging, together with the port, a berth, all relevant port and husbandry services, tending to the requirements of the master and crew, clearing the ship with the port and other authorities (including preparation and submission of appropriate documentation) along with releasing or receiving cargo on behalf of the Principal.

Shipowner. The owner of the ship or any other organization or person such as the manager or the bareboat charterer who has assumed the responsibility for operation of the ship, and any person acting on its behalf, excluding the ship agent.

Ship's documents. Certificates and other documents, including those in electronic form, which must be made available by a ship's master to demonstrate the ship's compliance with international or national regulations.

Ship's equipment. Articles, other than ship's spare parts, on board a ship for use thereon which are removable but not of a consumable nature, including accessories such as lifeboats, life-saving devices, furniture, ship's apparel and similar items.

Ship's spare parts. Articles of a repair or replacement nature for incorporation into the ship in which they are carried.

Ship's stores. Goods for use in the ship, including consumable goods, goods carried for sale to passengers and crew members, fuel and lubricants, but excluding ship's equipment and ship's spare parts.

Shipper. The party named on the bill of lading or waybill as shipper and/or who concludes a contract of carriage (or in whose name or on whose behalf a contract of carriage has been concluded) with a carrier. The shipper is known also as the sender.

Shore leave. Permission for a crew member to be ashore during the ship's stay in port within such geographical or time limits, if any, as may be decided by the public authorities.

Single window. An environment that allows for the submission or provision of standardized and harmonized information and declarations to a single entry point, typically by electronic means.

Stowaway. A person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the master or any other responsible person and who is detected on board the ship after it has departed from a port, or in the cargo while unloading it in the port of arrival.

Temporary admission. The customs procedure under which certain goods can be brought into a customs territory conditionally relieved, totally or partially, from payment of import duties and taxes and without application of import prohibitions or restrictions of economic character; such goods must be imported for a specific purpose and must be intended for re-exportation within a specified period and without having undergone any change except normal depreciation owing to the use made of them.

Transport document. Information evidencing a contract of carriage between a shipowner and a shipper, such as a sea waybill, a bill of lading or a multimodal transport document.

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.

1.1 **Standard.** In relation to the formalities, documentary requirements and procedures on the arrival, stay and departure of ships engaged in international voyages, public authorities shall require only the minimum necessary information.

1.1.1 *Not in use.*

1.2 *Not in use.*

1.3 **Recommended Practice.** Measures and procedures imposed by Contracting Governments for the purposes of security or preventing the trafficking of narcotics should be efficient. Such measures and procedures (e.g. risk management and cross-checking of information) should be implemented in such a manner as to cause a minimum of interference with, and to prevent unnecessary delays to, ships, cargo and persons or property on board.

C. Systems for the electronic exchange of information

1.3**bis** **Standard.** Public authorities shall establish, maintain and use systems for the electronic exchange of information.

1.3**ter** **Standard.** Public authorities, when introducing or changing systems for the electronic exchange of information to assist clearance processes, shall provide shipowners and other parties concerned with the necessary information about the systems requirements and give an adequate period of transition before the use of the systems is made mandatory. A period of no less than 12 months shall be given for transition to a new system from the time all functional and technical specifications have been published.

Any new or changed system shall be technologically neutral and be compatible with other systems.

1.3**quart** **Standard.** Public authorities shall, during the transitional period referred to in 1.3**ter**, accommodate the provision of required information for clearance processes by alternative means.

When introducing new electronic message formats, public authorities shall continue to allow for the usage of existing electronic message formats for a time period to be determined in consultation with the parties concerned.

1.3quin Standard. Public authorities shall introduce arrangements to enable the provision of all the information required in accordance with Standard 2.1 to a "single window" by electronic means.

Consideration shall also be given to such a single window serving as the mechanism through which the public authorities communicate decisions and other information covered by this Convention and other provisions, as appropriate.

1.3sext Standard. Public authorities shall combine or coordinate the electronic transmission of the data required on the arrival, stay and departure of ships, so as to ensure that information is submitted or provided only once and reused to the maximum extent possible.

1.4 *Not in use.*

1.5 *Not in use.*

1.6 *Not in use.*

1.6bis Standard. For the electronic exchange of information to facilitate clearance processes, information required by public authorities for the arrival, stay and departure of the ship, persons and cargo shall be required to be submitted in conformity with internationally agreed standards, including UN Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) Standards, the World Customs Organization (WCO) Data Model or International Standards Organization (ISO) Standards, taking into account the guidance developed by the Organization.*

1.6ter *Not in use*

1.7 Recommended Practice. When planning for, introducing or modifying systems for the electronic exchange of information for clearance processes, public authorities should:

- (a) afford all interested parties, from the outset, the opportunity for consultation;
- (b) evaluate existing procedures and eliminate those which are unnecessary;
- (c) determine those procedures which are to be digitalized;
- (d) adapt these systems for multimodal applications;
- (e) take appropriate steps to minimize the cost of implementing these systems to all parties concerned; and
- (f) endeavour to ensure compatibility and interoperability with other relevant information systems.

1.7.1 Recommended Practice. Contracting Governments should encourage public authorities and other parties concerned to cooperate or participate directly in the development of electronic systems using internationally agreed standards with a view to enhancing the exchange of information relating to the arrival, stay and departure of ships, persons and cargo and assuring interoperability between the systems of public authorities and other parties concerned.

* Refer to World Customs Organization's SAFE Framework of Standards to Secure and Facilitate Global Trade.

1.8 **Standard.** Electronic transmission of required information shall be accepted from any location as long as the provider of the information has been certified and authenticated pursuant to the applicable requirements. Usage of a service provider in the jurisdiction to which the information is provided may not be required.

1.8.1 **Recommended Practice.** Information regarding certification and authentication requirements should be publicly and electronically available.

1.8.2 **Standard.** Public authorities shall accept the declarations referred to in Standard 2.1 when they are authenticated in a manner acceptable to the public authority concerned.

D. Illicit activities

1.9 **Recommended Practice.** Public authorities should seek to establish cooperation arrangements with shipowners and other parties concerned to improve their ability to combat illicit activities, including, but not limited to, drug smuggling and the illicit trafficking in wildlife, while providing enhanced facilitation. Such arrangements could be based on the World Customs Organization Memoranda of Understanding, the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and the associated guidelines.

E. Maritime corruption

1.9**bis** **Standard.** Contracting Governments shall encourage public authorities to assess the risks of corruption associated with the ship-shore interface in ports and address them by developing and implementing preventive measures to strengthen integrity, transparency and accountability. Public authorities shall also coordinate efforts to detect, investigate and sanction corruption related to ships' calls in the port, through national and international cooperation.

1.10 **Standard.** Where, as part of cooperation arrangements, public authorities, shipowners and other parties concerned are provided access to sensitive commercial and other information, the information shall be treated confidentially.

F. Control techniques

1.11 **Standard.** Public authorities shall use risk management to enhance their border control procedures related to:

- the release/clearance of cargo;
- security requirements; and
- their ability to target smuggling.

Section 2 – Arrival, stay and departure of the ship

This section contains the provisions concerning the formalities required of shipowners by the public authorities on the arrival, stay and departure of the ship. To meet the information needs and regulatory requirements of the public authorities, the information to be provided by the shipowner is for ease of comprehension assembled in the declarations presented in this section. The information structured for electronic transmission might not necessarily correlate with these declarations. Specifically, the principles of transmitting once only and maximum reuse of the same information shall apply throughout. Nor do the declarations prejudice the method for making the information available to the public authorities concerned. This section shall not be

read to preclude the public authorities from requiring inspection certificates and other documents, or the information contained in the electronic version of such documents, that must be available on board ship pertaining to its registry, measurement, safety, manning and other related matters.*

A. General

2.1 **Standard.** Public authorities shall not require on arrival or departure of ships to which the Convention applies any declaration other than those described in this section. These declarations could be transmitted separately or in a combined electronic format according to the message implementation guidelines and the requirements of the electronic data exchange system.†

The declarations for ship arrival and departure are:

- a) General Declaration
- b) Cargo Declaration
- c) Ship's Stores Declaration
- d) Crew's Effects Declaration
- e) Crew List
- f) Passenger List
- g) Dangerous Goods Manifest
- h) The special declaration for postal items as described in the Acts of the Universal Postal Union currently in force‡
- i) Maritime Declaration of Health as set forth by the International Health Regulations§
- j) Ship Sanitation Control Exemption Certificate or Ship Sanitation Control Certificate or extension as set forth by the International Health Regulations**
- k) Security-related information as required under SOLAS regulation XI-2/9.2.2††
- l) Advance electronic cargo information for customs risk assessment purposes as set out in the WCO SAFE Framework of Standards

* See the *List of certificates and documents required to be carried on board ships, 2017* (FAL.2/Circ.131 – MEPC.1/Circ.873 – MSC.1/Circ.1586 – LEG.2/Circ.3 and Corr.1).

† The IMO Compendium on Facilitation and Electronic Business, consisting of the IMO Reference Data Model and the IMO Data Set, provides the information needed for the harmonized data transmission and electronic exchange of the information.

‡ Refer to Article 20-001 of the Regulations to the Universal Postal Convention.

§ Refer to Article 37 of the International Health Regulations (2005).

** Refer to Article 39 of the International Health Regulations (2005).

†† The standard data set of security-related information can be found in the *Revised guidance to masters, companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port* (MSC.1/Circ.1305).

m) Advance Notification Form for Waste Delivery to Port Reception Facilities.*

2.1**bis** **Standard.** For declarations mentioned in points (a) to (g) of Standard 2.1, public authorities shall not require more than the information shown in appendix 1.

2.1.1 **Standard.** Contracting Governments shall not require consular formalities, charges or fees in connection with information required for the clearance of ships, including the electronic provision of the information.

2.1.2 **Standard.** Public authorities shall develop procedures for the provision of pre-arrival and pre-departure information to facilitate processing of such information for the expedited subsequent release/clearance of cargo and persons.

2.1.3 **Recommended Practice.** National legislation should specify the conditions for the provision of pre-arrival and pre-departure information. With regard to the point in time of transmission of the pre-arrival information, it should not normally be set before the moment the ship has left the country of departure. However, national legislation could, in addition to the basic rule, also specify the exceptions from this principle where required, e.g. for voyages of short duration.

2.1.3**bis** **Recommended Practice.** Public authorities should, for the provision of advance electronic cargo information for customs risk assessment purposes, take into account the time limits specified in the WCO SAFE Framework of Standards.

2.1.4 *Not in use.*

2.1.5 **Standard.** Public authorities shall reuse the pre-arrival and pre-departure information where the same information is required in subsequent procedures.

B. Contents and purpose of declarations

2.2 **Standard.** The General Declaration shall be the standard declaration on arrival and departure providing information required by public authorities relating to the ship.

2.2.1 *Not in use.*

2.2.2 *Not in use.*

2.2.3 *Not in use.*

2.3 **Standard.** Without prejudice to Standard 2.3.4, Recommended Practice 2.3.4.1 or advance electronic cargo information requirements for customs risk assessment purposes, the Cargo Declaration shall be the standard declaration on arrival and departure providing information required by public authorities relating to the cargo.

2.3.1 *Not in use.*

2.3.2 **Standard.** In respect of cargo remaining on board, public authorities shall require only brief details of the minimum essential items of information to be provided.

2.3.3 *Not in use.*

* As prescribed in the *Consolidated guidance for port reception facility providers and users* (MEPC.1/Circ.834/Rev.1).

2.3.4 **Standard.** Public authorities shall, in place of the Cargo Declaration, accept the ship's cargo manifest, if it is provided electronically and contains at least the information required by the public authorities in accordance with appendix 1 and Standard 2.3.2 and is authenticated in accordance with Standard 1.8.2.

2.3.4.1 **Recommended Practice.** As an alternative to Standard 2.3.4, public authorities may accept the transport document, provided it contains at least the information required in accordance with Recommended Practice 2.3.1 and Standard 2.3.2. Such transport document should be authenticated in accordance with Standard 1.8.2.

2.3.5 **Standard.** A new Cargo Declaration shall not be required on departure from a port in respect of cargo which has been the subject of a declaration on arrival in that port and which has remained on board.

2.4 **Standard.** The Ship's Stores Declaration shall be the standard declaration on arrival and departure providing information required by public authorities relating to ship's stores.

2.4.1 **Recommended Practice.** A separate Ship's Stores Declaration on departure should not be required in respect of ship's stores which have been the subject of a declaration on arrival, nor in respect of stores loaded in the port and covered by another customs document presented for the purpose in that port.

2.5 **Standard.** The Crew's Effects Declaration shall be the standard declaration providing information required by public authorities relating to crew's effects upon arrival. It shall not be required on departure.

2.5.1 **Standard.** Public authorities shall accept the Crew's Effects Declaration when it is authenticated in a manner acceptable to the public authority concerned. For the purpose of onboard verification, the public authorities may require each crew member to verify in a manner acceptable to the public authorities the declaration relating to personal effects.

2.5.2 **Recommended Practice.** Public authorities should normally require particulars of only those crew's effects which would not qualify for relief from customs duties and taxes or which are subject to prohibitions or restrictions.

2.6 **Standard.** The Crew List shall be the standard declaration required by public authorities containing information relating to the number and composition of the crew on the arrival and departure of a ship.

2.6.1 **Standard.** Where public authorities require information about the crew of a ship on its departure from the port, the Crew List declared on arrival at the port shall be accepted on departure, provided it is authenticated in accordance with Standard 1.8.2 to indicate any change in the number or composition of the crew at the time of the ship's departure or to indicate that no such change has occurred during the ship's stay in the port.

2.6.2 *Not in use.*

2.6.3 *Not in use.*

2.6.4 *Not in use.*

2.7 **Standard.** The Passenger List shall be the standard declaration required by public authorities containing the information relating to passengers on the arrival and departure of a ship.

2.7.1 *Not in use.*

2.7.2 **Recommended Practice.** Public authorities should not require embarkation or disembarkation cards in addition to Passenger Lists in respect of passengers whose names appear on those Lists. However, where public authorities have special problems constituting a grave danger to public health, a person on an international voyage may on arrival be required to give a destination address in writing.

2.7.3 *Not in use.*

2.7.4 *Not in use.*

2.7.5 *Not in use.*

2.8 **Standard.** The Dangerous Goods Manifest shall be the standard declaration providing public authorities with the information regarding dangerous goods.

2.8.1 *Not in use.*

2.9 **Standard.** Public authorities shall not require on arrival or departure of the ship any declaration in respect of postal items other than that prescribed in the Acts of the Universal Postal Union currently in force, provided the latter is actually produced. In the absence of such a declaration, the postal objects (number and weight) must be shown in the Cargo Declaration.

2.10 **Standard.** The Maritime Declaration of Health shall be the standard declaration, which will contain the information required by public authorities on the state of health on board a ship during the voyage and on arrival at a port.

The Maritime Declaration of Health shall be in accordance with the International Health Regulations. In addition, in accordance with the International Health Regulations,* a valid Ship Sanitation Control Exemption Certificate or Ship Sanitation Control Certificate or extension shall be provided to public authorities to assess the risk of disease on board the ship.

2.10.1 **Standard.** The report of the security-related information shall be the standard declaration providing public authorities with the information regarding the status of the ship's security.†

2.10.2 **Standard.** The Advance Notification Form for Waste Delivery to Port Reception Facilities shall be the standard declaration providing public authorities with the information regarding the ship's waste reception needs.‡

* Refer to Article 39 of the International Health Regulations (2005).

† Refer to SOLAS regulation XI-2/9.2.1 and the *Revised guidance to masters, companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port* (MSC.1/Circ.1305).

‡ Refer to the *Consolidated guidance for port reception facility providers and users* (MEPC.1/Circ.834/Rev.1) for the information on waste delivery in port.

C. Use of alternative means of reporting, in exceptional circumstances, where means of electronic reporting are unavailable

2.11 **Standard.** In exceptional circumstances where means of electronic transmission are unavailable, public authorities shall have readily available alternative reporting means for a ship's arrival and departure. Public authorities shall make public any alternative reporting means available, to the extent possible.*

2.12 *Not in use.*

2.12.1 *Not in use.*

2.12.2 *Not in use.*

2.12.3 *Not in use.*

2.13 **Recommended Practice.** A paper list compiled by the shipowners for their own use should be accepted in place of a paper Passenger List, provided it contains at least the information required in accordance with appendix 1.

Public authorities should likewise accept in place of a paper Cargo Declaration a paper copy of the ship's manifest or of the transport documents, provided they contain at least the information required in accordance with appendix 1.

2.13.1 **Standard.** If in case of exceptional circumstances public authorities determine that the only option available for transmitting the declarations provided for in this annex is in paper form, they shall accept documents conveyed by any legible and understandable medium, including documents handwritten in ink or indelible pencil or produced by the use of information technology.

D. Consecutive calls at two or more ports in the same State

2.14 **Standard.** Taking into account the procedures carried out on the arrival of a ship at the first port of call in the territory of a State, shipowners shall only be obligated to declare required information once to the public authorities of a State. The formalities and documents required by the public authorities at any subsequent port of call in that country visited without intermediate call at a port in another country shall be kept to a minimum.

E. Completion of declarations

2.15 **Recommended Practice.** Public authorities should as far as possible accept the declarations provided for in this annex, except as regards Standard 3.7, irrespective of the language in which the required information is made available, provided that they may require a written or oral translation into one of the official languages of the Organization when they deem it necessary.

2.16 *Not in use.*

2.16.1 **Standard.** Public authorities shall accept a signature, when required, by any electronic means consistent with national laws.

* See appendix 2 for declarations that may be required in paper form by the public authorities in exceptional circumstances.

2.17 **Standard.** Public authorities of the country of any intended port of arrival, discharge or transit shall not require any declaration relating to the ship, its cargo, stores, passengers or crew, as mentioned in this section, to be legalized, verified, authenticated or previously dealt with by any of their representatives abroad. This shall not be deemed to preclude a requirement for the presentation of a passport or other identity document of a passenger or crew member for visa or similar purposes.

F. Errors and amendments in declarations and penalties therefor

2.18 **Standard.** Public authorities shall, without delaying the ship, allow correction of errors in a declaration provided for in this annex which they are satisfied are inadvertent, not of a serious nature, not due to recurrent carelessness and not made with intent to violate laws or regulations, on the condition that these errors are discovered before the declaration is fully checked and the corrections can be effected without delay.

2.19 **Standard.** If errors are found in the information transmitted, which has been authenticated by or on behalf of a shipowner or master, no penalties shall be imposed until an opportunity has been given to satisfy the public authorities that the errors were inadvertent, not of a serious nature, not due to recurrent carelessness and not made with intent to violate the laws or regulations of the port State.

2.19*bis* **Standard.** Public authorities shall allow for amendments to information already submitted in accordance with applicable laws and regulations.

G. Special measures of facilitation for ships calling at ports in order to put ashore sick or injured crew members, passengers, persons rescued at sea or other persons for emergency medical treatment

2.20 **Standard.** Public authorities shall seek the cooperation of shipowners to ensure that, when ships intend to call at ports for the sole purpose of putting ashore sick or injured crew members, passengers, persons rescued at sea or other persons for emergency medical treatment, the master shall give the public authorities as much notice as possible of that intention, with the fullest possible details of the sickness or injury and of the identity of the persons.

2.21 **Standard.** Public authorities shall, by the fastest channels available, inform the master, before the arrival of the ship, of the documentation and the procedures necessary to put the sick or injured persons ashore expeditiously and to clear the ship without delay.

2.22 **Standard.** With regard to ships calling at ports for this purpose and intending to leave again immediately, public authorities shall give priority in berthing if the state of the sick person or the sea conditions do not allow a safe disembarkation in the roads or harbour approaches.

2.23 **Standard.** With regard to ships calling at ports for this purpose and intending to leave again immediately, public authorities shall not require the declarations mentioned in Standard 2.1 with the exception of the Maritime Declaration of Health, and, if it is indispensable, the General Declaration. Public authorities shall in such situations waive the time limits, and any applicable penalties, for the provision of the declarations.

2.24 **Standard.** With regard to ships calling at ports for this purpose and where public authorities require the General Declaration, this declaration shall not contain more information than mentioned in appendix 1 and, wherever possible, shall contain less.

2.25 **Standard.** Where public authorities apply control measures related to the arrival of a ship prior to sick or injured persons being put ashore, emergency medical treatment and measures for the protection of public health shall take precedence over these control measures.

2.25**bis Standard.** The public authorities under the International Health Regulations* shall advise the shipowner as far in advance as possible of their intent to apply public health control measures to a ship, and shall provide, where available, written information concerning the methods employed.

2.26 **Standard.** Where guarantees or undertakings are required in respect of costs of treatment or eventual removal or repatriation of the persons concerned, emergency medical treatment shall not be withheld or delayed while these guarantees or undertakings are being obtained.

2.27 *Not in use.*

Section 3 – Arrival and departure of persons

This section contains the provisions concerning the formalities required by public authorities from crew and passengers on the arrival or departure of a ship.

A. Arrival and departure requirements and procedures

3.1 **Standard.** A valid passport shall be the basic identification document providing public authorities with information relating to the individual passenger on arrival or departure of a ship.

3.1.1 **Recommended Practice.** Contracting Governments should as far as possible agree, by bilateral or multilateral agreements, to accept official documents of identity in lieu of passports.

3.2 **Standard.** Public authorities shall make arrangements whereby passports, or official documents of identity accepted in their place, from ship's passengers need be inspected by the immigration authorities only once at the time of arrival and once at the time of departure. In addition, these passports or official documents of identity may be required to be produced for the purpose of verification or identification in connection with customs and other formalities on arrival and departure.

3.3 **Standard.** After individual presentation of passports or official documents of identity accepted in their place, public authorities shall hand back such documents immediately after examination rather than withholding them for the purpose of obtaining additional control, unless there is some obstacle to the admission of a passenger to the territory.

3.3.1 **Standard.** Each Contracting Government shall ensure that the public authorities seize fraudulent, falsified or counterfeit travel documents of inadmissible persons. Such documents shall be removed from circulation and returned to the appropriate authorities when practicable. In place of a seized document, a covering letter shall be issued by the removing State and attached to it will be a photocopy of the forged travel documents, if available, as well as any important information. The covering letter and its attachment shall be handed over to the operator responsible for the removal of the inadmissible person. It will serve to give information to the authorities at the transit and/or the original point of embarkation.

* Refer to the International Health Regulations (2005), Article 22(1)(d).

3.3.2 **Standard.** Contracting Governments shall accept for examination a person being returned from his or her point of disembarkation after having been found inadmissible if this person had embarked in their territory. Contracting Governments shall not return such a person to the country where he or she was earlier found to be inadmissible.

3.3.3 **Standard.** Before passengers and crew are accepted for examination as to their admissibility into the State, responsibility for their custody and care shall remain with the shipowner.

3.3.4 **Recommended Practice.** After acceptance of passengers and crew for examination, whether conditional or unconditional and if the persons concerned are under the physical control of the public authorities, the public authorities should be responsible for their custody and care until they are admitted for entry or are found to be inadmissible.

3.3.5 **Standard.** The obligation of a shipowner to transport any person away from the territory of a State shall terminate from the moment such a person has been definitely admitted into that State.

3.3.6 **Standard.** Where a person is found to be inadmissible, the public authorities shall, without unreasonable delay, inform the shipowner and consult the shipowner regarding the arrangements for removal. The shipowner is responsible for the costs of stay and removal of an inadmissible person and, in the case where the person is transferred back to the custody of the shipowner, the shipowner shall be responsible for effecting his or her prompt removal to:

- the country of embarkation; or
- to any other place where the person is admissible.

3.3.7 **Standard.** Contracting Governments and shipowners shall cooperate, where practicable, to establish the validity and authenticity of passports and visas.

3.4 **Recommended Practice.** Public authorities should not require from embarking or disembarking passengers, or from shipowners on their behalf, any information in writing supplementary to or repeating that already presented in their passports or official documents of identity, other than as necessary to complete any declaration provided for in this annex.

3.5 **Recommended Practice.** Public authorities which require written supplementary information, other than as necessary to complete any declaration provided for in this annex, from embarking or disembarking passengers should limit requirements for further identification of passengers to the items set forth in Recommended Practice 3.6 (embarkation/disembarkation card). Public authorities should accept the embarkation/disembarkation card when completed by the passenger and should not require that it be completed or checked by the shipowner. Legible handwritten script should be accepted on the card, except where the form specifies block lettering. One copy only of the embarkation/disembarkation card, which may include one or more simultaneously prepared carbon copies, should be required from each passenger.

3.6 **Recommended Practice.** In the embarkation/disembarkation card, public authorities should not require more than the following information:

- family name
- given names
- nationality
- number and expiry date of passport or other official identity document

- date of birth
- place of birth
- occupation
- port of embarkation/disembarkation
- gender
- destination address
- signature

3.7 **Standard.** A traveller in possession of an International Certificate of Vaccination or Prophylaxis that conforms to the International Health Regulations* containing proof of vaccination against yellow fever, shall not be treated as suspect, even if coming from an area where the World Health Organization has determined that a risk of yellow fever transmission is present.

The list of countries and territories requiring proof of yellow fever vaccination and the countries at risk of yellow fever is available on WHO's public website.†

3.8 **Recommended Practice.** Medical examination of persons on board or of persons disembarking from ships should normally be limited to those persons for whom there is evidence of an imminent public health risk. Such examinations should be carried out in accordance with the national law and relevant articles of the International Health Regulations.‡

3.9 **Recommended Practice.** Public authorities should normally perform customs inspections of inbound passengers' accompanied baggage on a sampling or selective basis. Written declarations in respect of passengers' accompanied baggage should be dispensed with as far as possible.

3.9.1 **Recommended Practice.** Public authorities should, wherever possible, waive inspections of accompanied baggage of departing passengers, with due regard to the possible need to impose appropriate security measures preferably by automated means to facilitate review.

3.9.2 **Recommended Practice.** Where inspection of accompanied baggage of departing passengers cannot be waived completely, such inspection should normally be performed on a sampling or selective basis.

3.10 **Recommended Practice.** Among the official documents of identity, a Contracting Government should agree to accept, in lieu of a passport, per Recommended Practice 3.1.1, as a basic document providing public authorities with information relating to the individual member of the crew on arrival or departure of a ship, an identity document issued in accordance with relevant ILO Conventions,§ or else a valid and duly recognized seafarer's identity document.

* Refer to Model in annex 6 of the International Health Regulations (2005).

† https://www.who.int/health-topics/yellow-fever#tab=tab_1 See "Information for travelers".

‡ Refer to the International Health Regulations (2005), Article 31(2).

§ Refer to ILO C108 and C185 on Seafarers' Identity Documents Convention.

3.10.1 **Standard.** In the seafarer's identity document, public authorities shall not require more than the following information:

- family name
- given names
- gender
- date and place of birth
- nationality
- physical characteristics
- photograph (authenticated)
- signature
- date of expiry (if any)
- issuing public authority

3.10.2 **Recommended Practice.** Contracting Governments are encouraged to enter into agreements to accept from seafarers in place of a passport a valid seafarer's identity document, when this document guarantees the readmission of the bearer to the country which issued the document. Such agreements may provide for acceptance of a valid seafarer's identity card by public authorities to include instances when it is necessary for a seafarer to enter or leave a country as a passenger by any means of transportation for the purpose of:

- (a) joining his or her ship or transferring to another ship; and
- (b) passing in transit to join his or her ship in another country, or for repatriation, or for any other purpose approved by the authorities of the country concerned.

3.10.3 **Recommended Practice.** Public authorities of a Contracting Government recognizing a seafarer's identity document as an alternative to a passport, should not normally require presentation of individual identity documents or of information supplementing the seafarer's identity document in respect of members of the crew other than that given in the Crew List.

B. Measures to facilitate clearance of passengers, crew and baggage

3.11 **Recommended Practice.** Public authorities should, with the cooperation of shipowners and port authorities and/or port administration, take appropriate measures to the end that satisfactory port traffic flow arrangements may be provided so that passengers, crew and baggage can be cleared rapidly, should provide adequate personnel, and should ensure that adequate installations are provided, particular attention being paid to baggage loading, unloading and conveyance arrangements (including the use of mechanized systems) and to points where passenger delays are frequently found to occur. Arrangements should be made, when necessary, for passage under shelter between the ship and the point where the passenger and crew check is to be made. Such arrangements and installations should be flexible and capable of expansion to meet increased security measures during higher security levels.

3.11.1 **Recommended Practice.** Public authorities should:

- (a) in cooperation with shipowners and port authorities, introduce suitable arrangements, such as:
 - (i) an individual and continuous method of processing passengers and baggage;
 - (ii) a system which would permit passengers readily to identify and obtain their checked baggage as soon as it is placed in an area where it may be claimed; and
 - (iii) ensuring that facilities and services are available to meet the needs of elderly and disabled passengers;
- (b) ensure that port authorities take all necessary measures so that:
 - (i) easy and speedy access for passengers and their baggage, to and from local transport, is provided; and
 - (ii) if crews are required to report to premises for governmental purposes, those premises should be readily accessible, and as close to one another as practicable.

3.11.2 **Recommended Practice.** Public authorities should consider, as a means of ensuring prompt clearance, the introduction of the dual-channel system for the clearance of passengers, and their baggage and private road vehicles.

3.12 **Standard.** Public authorities shall require that shipowners ensure that ship's personnel take all appropriate measures which will help expedite arrival procedures for passengers and crew. These measures may include:

- (a) furnishing public authorities concerned with an advance message giving the best estimated time of arrival (ETA), followed by information as to any change in time, and stating the itinerary of the voyage where this may affect inspection requirements;
- (b) having ship's documents ready for prompt review;
- (c) providing for ladders or other means of boarding to be rigged while the ship is en route to berth or anchorage; and

- (d) providing for prompt, orderly assembling and presentation of persons on board, with necessary documents, for inspection, with attention to arrangements for relieving crew members for this purpose from essential duties in engine-rooms and elsewhere.

3.13 **Recommended Practice.** The practice of entering names on passenger and crew documents should be to put the family name or names first.

3.14 **Standard.** Public authorities shall, without unreasonable delay, accept persons present on board a ship for examination as to their admissibility into the State.

3.15 **Recommended Practice.** Public authorities should not impose unreasonable or disproportionate fines upon shipowners, in the event that any control document in possession of a passenger is found by public authorities to be inadequate, or if, for that reason, the passenger is found to be inadmissible to the State.

3.15.1 **Standard.** Public authorities shall encourage shipowners to take precautions at the point of embarkation with a view to ensuring that passengers are in possession of any control documents prescribed by the receiving or transit States.

3.15.2 **Standard.** When a person is found to be inadmissible and is removed from the territory of the State, the shipowner shall not be precluded from recovering, from such a person, any costs arising from his or her inadmissibility.

3.15.3 **Recommended Practice.** For use at port terminals and on board ships in order to facilitate and expedite international maritime traffic, public authorities should implement, or where the matter does not come within their jurisdiction recommend responsible parties in their country to implement, standardized international signs and symbols developed or accepted by the Organization in cooperation with other appropriate international organizations and which, to the greatest extent practicable, are common to all modes of transport.

C. Special facilities for marine transport of elderly and disabled passengers

3.16 **Recommended Practice.** Measures should be taken to ensure that all necessary information on transport and safety is readily available for passengers who have impaired hearing or vision.

3.17 **Recommended Practice.** For elderly and disabled passengers being set down or picked up at a port terminal building, reserved points should be located as close as possible to main entrances. These should be clearly marked with appropriate signs. Access routes should be free of obstacles.

3.18 **Recommended Practice.** Where access to public services is limited, every effort should be made to provide accessible and reasonably priced public transportation services by adapting current and planned services or by providing special arrangements for passengers who have impaired mobility.

3.19 **Recommended Practice.** Provisions of suitable facilities should be made in port terminals and on ships, as appropriate, to allow safe embarkation and disembarkation for elderly and disabled passengers.

D. Facilitation for ships engaged on cruises and for cruise passengers

3.20 **Standard.** Public authorities shall authorize granting of pratique by electronic means to a cruise ship when, on the basis of information received from it prior to its arrival, the health authority for the intended port of arrival is of the opinion that its arrival will not result in the introduction or spread of a disease or any other significant public health risk.

3.21 **Recommended Practice.** For cruise ships, the General Declaration, the Passenger List and the Crew List should be required only at the first port of arrival and final port of departure in a country, provided that there has been no change in the circumstances of the voyage.

3.22 **Standard.** For cruise ships, the Ship's Stores Declaration and the Crew's Effects Declaration shall be required only at the first port of arrival in a country.

3.23 **Standard.** Passports or other official documents of identity shall at all times remain in the possession of cruise passengers.

3.24 **Recommended Practice.** If a cruise ship stays at any port within the Contracting Government's territory for less than 72 hours, it should not be necessary for cruise passengers to have visas, except in special circumstances determined by the public authorities concerned.

3.25 **Standard.** Cruise passengers shall not be unduly delayed by the control measures exercised by public authorities.

3.26 **Standard.** In general, except for security purposes and for the purposes of establishing identity and admissibility, cruise passengers shall not be subject to personal examination by public authorities responsible for immigration control.

3.27 **Standard.** If a cruise ship calls consecutively at more than one port in the same country, passengers shall, in general, be examined by public authorities at the first port of arrival and at the final port of departure only.

3.28 **Recommended Practice.** To facilitate their prompt disembarkation, the inward control of passengers on a cruise ship, where practicable, should be carried out on board before arrival at the place of disembarkation.

3.29 **Recommended Practice.** Cruise passengers who disembark at one port and rejoin the same ship at another port in the same country should enjoy the same facilities as passengers who disembark and rejoin a cruise ship at the same port.

3.30 **Recommended Practice.** The Maritime Declaration of Health should be the only health control necessary for cruise passengers.

3.31 **Standard.** Duty-free ship's stores shall be allowed aboard ship for cruise passengers during the ship's stay in port in accordance with national law.

3.32 **Standard.** Cruise passengers shall not normally be required to provide a written declaration for their personal effects. However, in the case of articles which involve a high amount of customs duties and other taxes and charges, a written declaration and a security may be required.

3.33 **Recommended Practice.** Cruise passengers should not be subject to any currency control.

3.34 **Standard.** Embarkation/disembarkation cards shall not be necessary for cruise passengers.

3.35 *Not in use.*

E. Special measures of facilitation for passengers in transit

3.36 **Standard.** A passenger in transit who remains on board the ship on which he or she arrived and departs with it shall not normally be subjected to routine control by public authorities except in extraordinary circumstances determined by the public authorities concerned.

3.37 **Recommended Practice.** A passenger in transit should be allowed to retain his or her passport or other identity document.

3.38 **Recommended Practice.** A passenger in transit who remains on board the ship on which he or she arrived and departs with it should not be required to complete a disembarkation/ embarkation card.

3.39 **Recommended Practice.** A passenger in transit who is continuing his or her journey from the same port in the same ship should normally be granted temporary permission to go ashore during the ship's stay in port if he or she so wishes subject to the public authorities' admissibility and visa requirements.

3.40 **Recommended Practice.** A passenger in transit who is continuing his or her journey from the same port in the same ship and does not wish to go ashore, should not be required to have a visa, except in special circumstances determined by the public authorities concerned.

3.41 **Recommended Practice.** A passenger in transit who is continuing his or her journey from the same port in the same ship should not normally be required to give a written Customs Declaration.

3.42 **Recommended Practice.** A passenger in transit who leaves the ship at one port and embarks in the same ship at a different port in the same country should enjoy the same facilities as a passenger who arrives and departs in the same ship at the same port.

F. Measures of facilitation for ships engaged in scientific services

3.43 **Recommended Practice.** A ship engaged in scientific services carries personnel who are necessarily engaged on the ship for such scientific purposes of the voyage. If so identified, such personnel should be granted facilities at least as favourable as those granted to the crew members of that ship.

G. Further measures of facilitation for foreigners belonging to the crews of ships engaged in international voyages – shore leave

3.44 **Standard.** Crew members shall be allowed ashore by the public authorities while the ship on which they arrive is in port, provided that the formalities on arrival of the ship have been fulfilled and the public authorities have no reason to refuse permission to come ashore for reasons of public health, public safety and security or public order. Shore leave shall be allowed in a manner which excludes discrimination such as on the grounds of nationality, race, colour, sex, religion, political opinion, or social origin and irrespective of the flag State of the ship on which they are employed, engaged or work.

3.44***bis*** **Standard.** In any case where permission for shore leave has been refused, the relevant public authorities shall communicate their reasons for shore leave denial to the seafarer concerned and the master. If requested by the seafarer concerned or the master, such reasons shall be provided in writing.

3.45 **Standard.** Crew members shall not be required to hold a visa for the purpose of shore leave.

3.46 **Recommended Practice.** Crew members, before going on or returning from shore leave, should not normally be subjected to personal checks.

3.47 **Standard.** Crew members shall not be required to have a special permit, e.g. a shore leave pass, for the purpose of shore leave.

3.48 **Recommended Practice.** If crew members are required to carry documents of identity with them when they are on shore leave, these documents should be limited to passports or, if applicable, identity documents accepted by the relevant Contracting Government in lieu of a passport, as mentioned in Recommended Practice 3.10.

3.49 **Recommended Practice.** Public authorities should provide a system of pre-arrival clearance to allow the crew of ships which call regularly at their ports to obtain advance approval for temporary shore leave. Where a ship has no adverse immigration record and is locally represented by a shipowner or a ship agent, the public authorities should normally, after satisfactory consideration of such pre-arrival particulars as they may require, permit the ship to proceed directly to its berth and be subject to no further routine immigration formalities, unless otherwise required by the public authorities.

Section 4 – Stowaways

A. General Principles

4.1 **Standard.** The provisions in this section shall be applied in accordance with international protection principles as set out in international instruments, such as the UN Convention relating to the Status of Refugees of 28 July 1951 and the UN Protocol relating to the Status of Refugees of 31 January 1967, and relevant national legislation.

4.2 **Standard.** Public authorities, port authorities, shipowners and masters shall cooperate to the fullest extent possible in order to prevent stowaway incidents and to resolve stowaway cases expeditiously and securely, so that an early return or repatriation of the stowaways will take place. All appropriate measures shall be taken in order to avoid situations where stowaways must stay on board ships for a significant period of time.

4.2.1 **Recommended Practice.** Public authorities, ports, shipowners or masters should not give any payments, or other benefits to the stowaways, beyond the minimal requirements to ensure the security, general health, welfare and safety of the stowaways while on board or onshore, as that might act as an incentive to reoffend or as an encouragement to other persons attempting to stow away on board ships.

B. Preventive measures

4.3 Ship/Port preventive measures

4.3.1 Port/terminal authorities

4.3.1.1 **Standard.** Contracting Governments shall ensure that the necessary infrastructure, and operational and security arrangements for the purpose of preventing persons attempting to stowaway on board ships from gaining access to port installations and to ships are established in all their ports, taking into consideration when developing these arrangements

the size of the port and what type of cargo is shipped from the port. This should be done in close cooperation with relevant public authorities, shipowners and shoreside entities, with the aim of preventing stowaway occurrences in the individual port.

4.3.1.2 Recommended Practice. Operational arrangements and/or port facility security plans should at least be equivalent to those contained in the relevant text of section B/16 of the ISPS Code.*

4.3.1.3 Recommended Practice. All cases of stowaways detected in port while attempting to board a ship or ships should be reported to the appropriate port authorities, which will inform all nearby ships. Ships should follow the guidance of the appropriate port and law enforcement authorities.

Any procedures should be conducted in such a manner as to cause a minimum of interference and to prevent unnecessary delays to ships.

4.3.2 Shipowner/Master

4.3.2.1 Standard. Contracting Governments shall require that shipowners and masters, as well as other responsible persons, have security arrangements in place which, as far as practicable, will prevent intending stowaways from getting aboard the ship, and, if this fails, as far as practicable, will detect them before the ship leaves port.

4.3.2.2 Recommended Practice. When calling at ports and during stay in ports, where there is risk of stowaway embarkation, operational arrangements and/or ship security plans should at least be equivalent to those contained in the relevant text of paragraph B/9 of the ISPS Code.

4.3.2.3 Standard. Contracting Governments shall require that ships entitled to fly their flag, except passenger ships, when departing from a port, where there is risk of stowaway embarkation, have undergone a thorough search in accordance with a specific plan or schedule, and with priorities given to places where stowaways might hide taking into account the specific ship type and its operations. Search methods which are likely to harm secreted stowaways shall not be used.

4.3.2.4 Standard. Contracting Governments shall require that fumigation or sealing of ships entitled to fly their flag may not be carried out until a search which is as thorough as practicable of the areas to be fumigated or sealed has taken place in order to ensure that no stowaways are present in those areas. Such searches should take place as early as possible, as referenced in the ISPS Code,[†] and after all cargo operations have finished.

4.3.2.5 Recommended Practice. Contracting Governments are encouraged to ensure the use of appropriate non-intrusive means and technologies or measures to detect stowaways.

4.3.2.6 Recommended Practice. Contracting Governments should consider entering into arrangements for exchange of information and best practices regarding detection of stowaways. The confidentiality and integrity of the information collated and shared should be ensured. The use of the information should be for official purposes only. However, Contracting Governments should also consider sharing relevant information to the extent necessary and as appropriate with shipowners and other parties to prevent future stowaway incidents.

* ISPS Code: The International Ship and Port Facility Security Code, 2002.

† Refer to paragraph B/8.9 of the ISPS Code.

4.3.3 **National sanctions**

4.3.3.1 **Recommended Practice.** Where appropriate, Contracting Governments should be encouraged to incorporate into their national legislation legal grounds to allow prosecution of stowaways, attempted stowaways and any individual or company aiding a stowaway or an attempted stowaway with the intention to facilitate access to the port area, any ship, cargo or freight containers.

C. Treatment of the stowaway while on board

4.4 **General principles – Humane treatment**

4.4.1 **Standard.** Stowaway incidents shall be dealt with in a manner consistent with humanitarian principles, including those mentioned in Standard 4.1. Due consideration must always be given to the operational safety and security of the ship and the safety and well-being of the crew, the stowaways and any other persons present on board.

4.4.2 **Standard.** Contracting Governments shall require that shipowners and masters operating ships entitled to fly their flag take appropriate measures to ensure the security, general health, welfare and safety of the stowaway while he or she is on board, including providing him or her with adequate provisioning, accommodation, proper medical attention and sanitary facilities.

4.5 **Work on board**

4.5.1 **Standard.** Stowaways shall not be permitted to work on board the ship, except in emergency situations or in relation to the stowaway's accommodation and provisioning on board.

4.6 **Questioning and notification by the master**

4.6.1 **Standard.** Contracting Governments shall require masters to take practicable steps to establish the identity, including nationality/citizenship of the stowaway and the port of embarkation of the stowaway, and to notify the existence of the stowaway along with relevant details to the public authorities of the first planned port of call. This information shall also be provided to the shipowner, public authorities at the port of embarkation, the flag State and, if necessary, subsequent ports of call.

4.6.2 **Recommended Practice.** When gathering relevant details for notification, masters should use the document as specified in appendix 3.

4.6.3 **Standard.** Contracting Governments shall instruct shipowners and masters operating ships entitled to fly their flag that when a stowaway declares himself or herself to be a refugee or an asylum seeker, this information shall be treated as confidential to the extent necessary for the security of the stowaway. When stowaways declare themselves to be a refugee or an asylum seeker, information regarding the declaration or intention of the stowaway shall not be shared with public authorities of the stowaway's country of origin or of habitual residence.

4.7 **Notification to the International Maritime Organization**

4.7.1 **Standard.** Contracting Governments shall report all stowaway incidents of which they become aware to the Secretary-General of the International Maritime Organization, taking into account the relevant guidelines of the Organization.*

* Refer to *Information on stowaway incidents* (FAL.2/Circ.50/Rev.3).

D. Deviation from the planned route

4.8 **Recommended Practice.** Contracting Governments and their public authorities should recommend shipowners operating ships entitled to fly their flag to advise their masters not to deviate from the planned voyage to seek the disembarkation of stowaways discovered on board the ship after it has left the territorial waters of the country where the stowaways embarked, unless:

- permission to disembark the stowaways has been granted by the public authorities of the State to whose port the ship deviates; or
- repatriation has been arranged elsewhere with sufficient documentation and permission for disembarkation; or
- there are extenuating safety, security, health or compassionate reasons; or
- attempts to disembark in other ports on the planned voyage have failed and deviation is necessary in order to avoid that the stowaways remain on board for a significant period of time.

Irrespective of whether or not a ship deviates from the planned route, the disembarkation of stowaways who declare themselves to be a refugee or an asylum seeker should not be conducted in their (alleged) country of origin or any other country from which they have fled and in which they claim a risk of harm.

E. Disembarkation and return of a stowaway

4.9 The State of the first port of call according to the voyage plan

4.9.1 **Standard.** Public authorities in the country of the ship's first scheduled port of call after discovery of a stowaway shall decide in accordance with national legislation whether the stowaway is admissible to that State and shall do their utmost to cooperate with the parties involved in resolving the issue.

4.9.2 **Standard.** Public authorities in the country of the ship's first scheduled port of call after discovery of a stowaway shall allow disembarkation of the stowaway, when the stowaway is in possession of valid travel documents for return, and the public authorities are satisfied that timely arrangements have been or will be made for repatriation and all the requisites for transit fulfilled.

4.9.3 **Standard.** Public authorities in the country of the ship's first scheduled port of call after discovery of a stowaway shall allow disembarkation of the stowaway when the public authorities are satisfied that they or the shipowner will obtain valid travel documents, make timely arrangements for repatriation of the stowaway, and fulfil all the requisites for transit. Public authorities shall, further, favourably consider allowing disembarkation of the stowaway, when it is impracticable for the stowaway to remain on the ship or other factors exist which would preclude the stowaway from remaining on the ship. Such factors may include, but are not limited to, when:

- a case is unresolved at the time of sailing of the ship; or
- the presence on board of the stowaway would endanger the safe operation of the ship, or the health of the crew, of other persons present on board or of the stowaway.

4.10 **Subsequent ports of call**

4.10.1 **Standard.** When disembarkation of a stowaway has failed in the first scheduled port of call after discovery of the stowaway, public authorities of subsequent ports of call shall examine the stowaway as for disembarkation in accordance with Standards 4.9.1, 4.9.2 and 4.9.3.

4.11 **State of nationality or right of residence**

4.11.1 **Standard.** Public authorities shall in accordance with international law accept the return of stowaways with full nationality/citizenship status or accept the return of stowaways who in accordance with their national legislation have a right of residence in their State.

4.11.2 **Standard.** Public authorities shall assist in determining the identity and nationality/citizenship of stowaways claiming to be a national or having a right of residence in their State. Where possible, the local embassy, consulate or other diplomatic representation of the country of the stowaway's alleged nationality will be required to assist in verifying the stowaway's nationality and providing emergency travel documentation.

4.11.3 **Recommended Practice.** Cooperation with foreign embassies in determining the nationalities of stowaways should be sought through cooperation mechanisms to mutually understand and resolve the true facts of each case.

4.12 **State of embarkation**

4.12.1 **Standard.** When it has been established to their satisfaction that stowaways have boarded a ship in a port in their State, public authorities shall accept for examination such stowaways being returned from their point of disembarkation after having been found inadmissible there. The public authorities of the State of embarkation shall not return such stowaways to the country where they were earlier found to be inadmissible.

4.12.1.1 **Recommended Practice.** The designated authority of the port where the stowaways boarded should undertake an investigation into how the stowaways managed to gain access to the ship and consider modifying security provisions, as appropriate, and thereafter provide feedback to the appropriate public authority at the port of disembarkation.

4.12.2 **Standard.** When it has been established to their satisfaction that attempted stowaways have boarded a ship in a port in their State, public authorities shall accept disembarkation of attempted stowaways, and of stowaways found on board the ship while it is still in their territorial waters or if applicable according to the national legislation of that State in the area of immigration jurisdiction of that State. No penalty or charge in respect of detention or removal costs shall be imposed on the shipowner.

4.12.3 **Standard.** When an attempted stowaway has not been disembarked at the port of embarkation, he or she is to be treated as a stowaway in accordance with the regulation of this section.

4.13 **The flag State**

4.13.1 **Standard.** The public authorities of the flag State of the ship shall assist and cooperate with the master/shipowner and the appropriate public authority at ports of call in:

- identifying the stowaway and determining his or her nationality;

- making representations to the relevant public authority to assist in the removal of the stowaway from the ship at the first available opportunity; and
- making arrangements for the removal or repatriation of the stowaway.

4.14 Return of stowaways

4.14.1 **Recommended Practice.** When a stowaway has inadequate documents, public authorities should, whenever practicable and to an extent compatible with national legislation and security requirements, issue a covering letter with a photograph of the stowaway and any other important information or, alternatively, a suitable travel document accepted by the public authorities involved. The covering letter, authorizing the return of the stowaway either to his or her country of origin or to the point where the stowaway commenced his or her journey, as appropriate, by any means of transportation and specifying any other conditions imposed by the authorities, should be handed over to the operator affecting the removal of the stowaway. This letter will include information required by the authorities at transit points and/or the point of disembarkation.

4.14.2 **Recommended Practice.** Public authorities in the State where the stowaway has disembarked should contact the relevant public authorities at transit points during the return of a stowaway, in order to inform them of the status of the stowaway. In addition public authorities in countries of transit during the return of any stowaway should allow, subject to normal visa requirements and national security concerns, the transit through their ports and airports of stowaways travelling under the removal instructions or directions of public authorities of the country of the port of disembarkation.

4.14.3 **Recommended Practice.** When a port State has refused disembarkation of a stowaway, that State should, without undue delay, notify the flag State of the ship carrying the stowaway of the reasons for refusing disembarkation.

In accordance with Standard 4.6.3, the flag State should not be notified if stowaways declare themselves to be a refugee or an asylum seeker and the flag State is their (alleged) country of origin from which they have fled and in which they claim a risk of harm.

4.15 Cost of return and maintenance of stowaways

4.15.1 **Recommended Practice.** The public authorities of the State where a stowaway has been disembarked should inform the shipowner on whose ship the stowaway was found of the level of cost of detention and return and any additional costs for the documentation of the stowaway, if the shipowner is to cover these costs. In addition, public authorities should cooperate with the shipowner to keep such costs to a minimum as far as practicable and according to national legislation, if they are to be covered by the shipowner.

4.15.2 **Recommended Practice.** The period during which shipowners are held liable to defray costs of maintenance of a stowaway by public authorities in the State where the stowaway has been disembarked should be kept to a minimum.

4.15.3 **Standard.** Public authorities shall, according to national legislation, consider mitigation of penalties against ships where the master of the ship has properly declared the existence of a stowaway to the appropriate authorities in the port of arrival, and has shown that all reasonable preventive measures had been taken to prevent stowaways gaining access to the ship.

4.15.4 **Recommended Practice.** Public authorities should, according to national legislation, consider mitigation of other charges that might otherwise be applicable, when shipowners have cooperated with the competent authorities to the satisfaction of those authorities in measures designed to prevent the transportation of stowaways.

Section 5 – Arrival, stay and departure of cargo and other articles

This section contains the provisions concerning the formalities required by public authorities from the shipowner, his or her agent or the master of the ship.

A. General

5.1 **Recommended Practice.** Public authorities should, with the cooperation of shipowners, port authorities and port facilities and terminals, take appropriate measures to ensure that port time may be kept to a minimum, and should frequently review all procedures in connection with the arrival and departure of ships, including arrangements for embarkation and disembarkation, loading and unloading, servicing and the like and the security measures associated therewith. They should also make arrangements whereby cargo ships and their cargoes can be entered and cleared, insofar as may be practicable, at the ship working area.

5.2 **Recommended Practice.** Public authorities should, with the cooperation of shipowners, port authorities and port facilities and terminals, take appropriate measures to ensure that satisfactory port traffic flow arrangements are provided so that handling and clearance procedures for cargo will be smooth and uncomplicated. These arrangements should cover all phases from the time the ship arrives at the dock for unloading and public authority clearance, and also free zones, storage facilities, warehousing and onward movement of cargo if required. There should be convenient and direct access between the free zone, storage facilities and cargo warehouse and the public authority clearance area, which should be located close to the dock area with, whenever possible, easy access and transfer capabilities and infrastructure.

5.3 **Recommended Practice.** Public authorities should encourage owners and/or operators of port terminals to equip them with storage facilities for special cargo (e.g. valuable goods, perishable shipments, human remains, radioactive and other dangerous goods, as well as live animals), as appropriate; those areas of port terminals in which general and special cargo and postal items are stored prior to shipment by sea or importation should implement access control measures at least equivalent to those contained in the relevant text of paragraph B/16 of the ISPS Code.

5.3**bis** **Recommended Practice.** Public authorities should require only a minimum of data necessary for the identification of the cargo that is to be placed in storage prior to release for re-export or importation, and should, whenever available, use the information contained in the pre-arrival declaration for this purpose, provided that it has been provided in a timely and complete manner.

5.4 **Standard.** A Contracting Government which continues to require export, import and transshipment licences or permits for certain types of goods shall establish simple procedures whereby such licences or permits can be obtained and renewed rapidly.

5.5 **Recommended Practice.** When the nature of a consignment could attract the attention of different agencies authorized to carry out inspections, such as customs and veterinary or sanitary controllers, Contracting Governments should authorize either customs or one of the other agencies to carry out the required procedures or, where that is not feasible, take all necessary steps to ensure that such inspections are carried out simultaneously at one place and with a minimum of delay and whenever possible carried out with prior coordination with the party having custody of the consignment.

5.6 **Recommended Practice.** Public authorities should provide simplified procedures for the prompt clearance of private gift packages and trade samples not exceeding a certain value or quantity which should be set at as high a level as possible.

B. Clearance of cargo

5.7 **Standard.** Public authorities shall, subject to compliance with any national prohibitions or restrictions and any measures required for port security or the prevention of trafficking of narcotics, grant priority clearance to live animals, perishable goods and other consignments of an urgent nature.

5.7.1 **Recommended Practice.** In order to protect the quality of goods awaiting clearance, public authorities should, in collaboration with all the concerned parties, take all measures to permit practical, safe and reliable storage of goods at the port.

5.8 **Recommended Practice.** Contracting Governments should facilitate the temporary admission of specialized cargo-handling equipment arriving by ships and used onshore at ports of call for loading, unloading and handling cargo.

5.9 *Not in use.*

5.10 **Recommended Practice.** Public authorities should provide procedures for the clearance of cargo based on the relevant provisions of and associated guidelines to the *International Convention on the simplification and harmonization of Customs procedures* – the revised Kyoto Convention.

5.10.1 **Recommended Practice.** Public authorities should introduce simplified procedures for authorized persons allowing:

- (a) release of the goods on the provision of the minimum information necessary to identify the goods, to accurately identify and assess risk as it relates to concerns such as health, safety and security, and permit the subsequent completion of the final goods declaration;
- (b) clearance of the goods at the declarant's premises or another place authorized by the relevant public authority; and
- (c) provision of a single goods declaration for all imports or exports in a given period where goods are imported or exported frequently by the same person.

5.11 **Standard.** Public authorities shall limit physical interventions to the minimum necessary to ensure compliance with applicable law.

5.12 **Recommended Practice.** Public authorities should, on the basis of a valid request, conduct physical examinations of cargo, where necessary, at the point where it is loaded into its means of transport and while loading is in progress, either at the dockside or, in the case of unitized cargo, at the place where the freight container is packed and sealed.

5.13 **Standard.** Public authorities shall ensure that requirements for collection of statistics do not significantly reduce the efficiency of maritime trade.

5.14 **Recommended Practice.** Public authorities should use systems for the electronic exchange of information in order to accelerate and simplify storage, clearance and re-export processes.

5.14.1 **Recommended Practice.** Public authorities should facilitate and terminate as quickly as possible the transit procedure covering goods from another State awaiting loading.

C. Freight containers and pallets

5.15 **Standard.** Public authorities shall, in conformity with their respective regulations, permit the temporary admission of freight containers, pallets and freight container equipment and accessories that are affixed to the container or are being transported separately without payment of customs duties and other taxes and charges and shall facilitate their use in maritime traffic.

5.16 **Recommended Practice.** Public authorities should provide in their regulations, referred to in Standard 5.15, for the acceptance of a simple declaration to the effect that temporarily imported freight containers, pallets and freight container equipment and accessories will be re-exported within the time limit set by the State concerned. Such declaration may take the form of an oral declaration or any other act acceptable to the authorities.

5.17 **Standard.** Public authorities shall permit freight containers, pallets and freight container equipment and accessories entering the territory of a State under the provisions of Standard 5.15 to depart the limits of the port of arrival for clearance of imported cargo and/or loading of export cargo under simplified control procedures and with a minimum of documentation.

5.18 **Standard.** Contracting Governments shall permit the temporary admission of component parts of freight containers without payment of customs duties and other taxes and charges when these parts are needed for the repair of freight containers already admitted under the terms of Standard 5.15.

D. Cargo not discharged at the port of intended destination

5.19 **Standard.** Where any cargo identified on the Cargo Declaration is not discharged at the port of intended destination, public authorities shall permit amendment of the Cargo Declaration and shall not impose penalties if satisfied that the cargo was not in fact loaded on the ship, or, if loaded, was landed or is to be landed at another port.

5.20 **Standard.** When, by error or for another valid reason, any cargo is discharged at a port other than the port of intended destination, public authorities shall facilitate reloading or onward movement to its intended destination. This provision does not apply to prohibited or restricted cargo.

E. Limitation of shipowner's responsibilities

5.21 **Standard.** Public authorities shall not require a shipowner to place special information for use by such authorities on a transport document or a copy thereof, unless the shipowner is, or is acting for, the importer or exporter.

5.22 **Standard.** Public authorities shall not hold the shipowner responsible for the presentation or accuracy of documents which are required of the importer or exporter in connection with the clearance of cargo, unless the shipowner is, or is acting for, the importer or exporter.

5.23 **Standard.** The shipowner shall be obliged to provide the information regarding the entry or exit of goods known to the shipowner at the time of providing such data and as set out in the transport document that is or evidences the contract of carriage. Thus, the shipowner can base the provision of the information on data provided by the shipper customer, unless the shipowner has reason to believe that the data provided is untrue.

5.24 **Recommended Practice.** Public authorities should implement regulations pursuant to which the person who initiates and contractually agrees with a party (e.g. a consolidator, a freight forwarder or a shipowner) for the carriage of a maritime cargo shipment to the territory of another State must provide complete and accurate cargo shipment information to that party.

Section 6 – Public health and quarantine, including sanitary measures for animals and plants

A. General

6.1 **Standard.** Public authorities of a State not Party to the International Health Regulations shall endeavour to apply the provisions of these Regulations relevant for international shipping.

6.1.1 **Standard.** Public authorities of a State not Party to the standards and regulations set out by the World Organization for Animal Health and the International Plant Protection Convention shall endeavour to apply the provisions of these standards and regulations relevant for international shipping.

6.2 **Recommended Practice.** Contracting Governments having certain interests in common owing to their health, geographical, social or economic conditions should conclude special arrangements pursuant to the International Health Regulations* when such arrangements will facilitate the application of those Regulations, in particular, but not exclusive to:

- (a) the direct and rapid exchange of public health information between neighbouring territories of different States;
- (b) the health measures to be applied to international coastal traffic and to international traffic in waters under their sovereignty and jurisdiction;
- (c) the health measures to be applied in contiguous territories of different States at their common frontier;
- (d) arrangements for carrying affected persons or affected human remains by means of transport specially adapted for the purpose; and
- (e) deratting, disinsection, disinfection, decontamination or other treatment designed to render goods and ship free of disease-causing agents.

6.3 **Recommended Practice.** Where Sanitary or Phytosanitary Certificates or similar documents are required in respect of shipments of certain animals, plants or derived food products thereof or other regulated articles, requests by public authorities for such certificates and documents and their required content should be technically justified, exact and concise and widely publicized. Contracting Governments should cooperate with a view to harmonizing

* Refer to Article 57 of the International Health Regulations (2005).

such requirements, including the possibility of providing the required information by electronic means.

6.4 **Standard.** Public authorities shall seek the cooperation of shipowners to ensure compliance with any requirements, including those in the International Health Regulations,* that illness on a ship is to be reported promptly by electronic means to health authorities for the port for which the ship is destined, in order to facilitate provision for the presence of any special medical personnel and equipment necessary for health procedures on arrival.

6.4.1 **Standard.** Ships shall not be refused free pratique by Contracting Governments (public health authorities) for public health reasons; in particular, they shall not be prevented from embarking or disembarking, discharging or loading cargo or stores, or taking on fuel, water, food and supplies. Contracting Governments may subject the granting of free pratique to inspection and, if a source of infection or contamination is found on board, the carrying out of necessary disinfection, decontamination, disinsection or deratting, or other measures necessary to prevent the spread of the infection or contamination.

6.4.2 **Recommended Practice.** Subject to a public health risk assessment, public authorities may require on arrival or departure inspection of baggage, cargo, containers, ships, goods, postal parcels and human remains, subject to applicable international agreements and relevant articles of the International Health Regulations,† duly taking into account Recommended Practice 5.5.

6.5 **Standard.** Public authorities shall make arrangements to enable all travel agencies and others concerned to make available to passengers, sufficiently in advance of departure, lists of the vaccinations or prophylaxis required by the public authorities of the countries concerned, as well as the International Certificate of Vaccination or Prophylaxis conforming to the International Health Regulations. Public authorities shall take all possible measures to have vaccinators use the International Certificate of Vaccination or Prophylaxis in order to assure uniform acceptance.

6.6 **Recommended Practice.** Public authorities should provide facilities for the completion of the International Certificate of Vaccination or Prophylaxis as well as facilities for vaccination at as many convenient locations as feasible.

6.7 **Standard.** Public health authorities shall ensure that health and phytosanitary measures and formalities are initiated forthwith, completed without delay and applied without discrimination.

6.8 **Recommended Practice.** To ensure efficient maritime traffic, public authorities should maintain at as many ports as feasible adequate facilities for the administration of public health, animal and plant quarantine measures.

6.8*bis* **Standard.** Contracting Governments and relevant authorities shall ensure that ship's crew who require immediate medical care while in their territory are given access to medical facilities ashore and that ship's crew are able to replenish their medication during a ship's call.

6.9 **Standard.** There shall be maintained readily available at as many ports in a State as feasible such medical facilities as may be reasonable and practicable for the emergency treatment of crews and passengers.

* Refer to Articles 28(4) and 28(5) of the International Health Regulations (2005).

† Refer to Article 23 of the International Health Regulations (2005).

6.9**bis** **Recommended Practice.** Contracting Governments and relevant authorities should facilitate prompt and efficient disembarkation of crew to receive medical care at medical facilities ashore, including access to medical prescriptions, and should ensure that this is effectively managed through good communication and cooperation between the ship and the relevant authorities ashore.

6.9**ter** **Recommended Practice.** Contracting Governments and relevant authorities should ensure that ship's crew are promptly admitted to clinics and hospitals ashore, without difficulty and irrespective of nationality, religious belief or flag of their ship, and, whenever possible, arrangements should be made to ensure, when necessary, the continuation of treatment to supplement the medical facilities available to ship's crew.

6.10 **Standard.** Except in the case of an emergency constituting a grave danger to public, plant or animal health, a ship shall not, on account of any other public, plant or animal health reason, be prevented by the public authorities for a port from discharging or loading cargo or ship's stores.

B. Response to a public health emergency of international concern*

6.11 **Standard.** Contracting Governments and their relevant authorities shall, to the greatest extent possible, allow ships and ports to remain fully operational, in order to maintain complete functionality of supply chains during a public health emergency of international concern in line with the International Health Regulations and any relevant recommendations of WHO.

6.12 **Recommended Practice.** Contracting Governments and their relevant authorities should facilitate the continuing operation of shipping, and of ports under their jurisdiction, to allow the transport of marine cargoes so that supply chains are not disrupted and to allow the global economy to continue to function during a public health emergency of international concern.

6.13 **Recommended Practice.** Contracting Governments and their relevant authorities, when implementing policies and measures to protect public health, should also avoid the introduction of unnecessary interference to ship and port operations, including the movement of ship's crew for the purposes of crew changes, repatriation and travel of crews, as well as the wider functionality of port ecosystems (terminals, warehouses, rail and trucking services, etc.) during a public health emergency of international concern.

6.14 **Recommended Practice.** Contracting Governments and their relevant authorities, when implementing policies and measures to protect public health, should engage with appropriate stakeholders within their national shipping and port sectors to discuss coordination and arrangements, and any contingencies to secure continued facilitation of maritime trade, including port hinterland connections, during a public health emergency of international concern.

6.15 **Standard.** Public authorities shall provide ships with relevant information, where available, about the applicable public health measures, prior to arrival at a port or anchorage in its territory, to enable ships to implement their relevant plans and procedures and to provide their crews with the necessary guidance.

* Defined and determined in accordance with the International Health Regulations (2005).

6.16 **Recommended Practice.** Contracting Governments and their relevant authorities are encouraged to provide ships visiting ports or anchorages in their territory with information related to the public health emergency of international concern, including on recommended health protection measures based on scientific or medical advice (e.g. on standard infection prevention measures, personal protective equipment (PPE) and cleaning and disinfection procedures).

6.17 **Recommended Practice.** Without prejudice to the relevant Articles of the International Health Regulations (2005),* Contracting Governments and their relevant authorities should request the masters of ships visiting ports or anchorages in their territory, to:

- a) report any cases of illness or symptoms on board, related to the public health emergency of international concern, using the Maritime Declaration of Health in accordance with the International Health Regulations, as early as possible before arrival, to the relevant authority in the port;
- b) monitor shipboard personnel regularly, while the ship is visiting ports or anchorages in their territory, for the exhibition of any symptoms; and
- c) report any changes in circumstances of the health of shipboard personnel to the relevant authority in the port.

6.18 **Standard.** Contracting Governments and their relevant authorities shall ensure to the greatest extent possible a safe ship-shore interface during a public health emergency of international concern.

6.19 **Recommended Practice.** Contracting Governments and their relevant authorities should assess any risks to ships and ports during a public health emergency of international concern and ensure that they are effectively managed through good communication and cooperation between relevant authorities ashore and the ship.

6.20 **Recommended Practice.** Contracting Governments and their relevant authorities should also ensure that policies and measures to protect public health do not obstruct the provision of essential services to ships, including the delivery of provisions, supplies or spare parts during the public health emergency of international concern.

6.21 **Recommended Practice.** Contracting Governments and their relevant authorities should take account of recommendations of the Organization relevant to ensuring to the greatest extent possible a safe ship-shore interface between ship and shore-based personnel.

6.22 **Standard.** Contracting Governments and their relevant authorities shall ensure that port workers and ship's crew, regardless of their nationality or flag of their ship, when in their territory, are designated as key workers (or equivalent) providing an essential service during a public health emergency of international concern.

* Refer to Articles 24, 25, 27 and 28 and other relevant provisions of the International Health Regulations (2005).

6.23 **Standard.** Contracting Governments and their relevant authorities shall, in accordance with relevant international maritime regulations,^{*} continue to facilitate ship's crew changes to the greatest extent possible, including the travel and repatriation of crew, during a public health emergency of international concern applying appropriate public health measures, as well as to ensure access to visas in accordance with the applicable national legislation and procedures.

6.24 **Recommended Practice.** Contracting Governments and their relevant authorities should take account of recommendations of the Organization[†] relevant to the facilitation of crew changes and travel by ship's crew during a public health emergency of international concern.

Section 7 – Miscellaneous provisions

A. Bonds and other forms of security

7.1 **Recommended Practice.** Where public authorities require bonds or other forms of security from shipowners to cover liabilities under the customs, immigration, public health, agricultural quarantine or similar laws and regulations of a State, they should permit the use of a single comprehensive bond or other form of security wherever possible.

B. Services at ports

7.2 **Recommended Practice.** The normal services of public authorities at a port should be provided without charge during normal working hours. Public authorities should establish normal working hours for their services at ports consistent with the usual periods of substantial workload.

7.3 **Standard.** Contracting Governments shall adopt all practicable measures to organize the normal services of public authorities at ports in order to avoid unnecessary delay of ships after their arrival or when ready to depart and reduce the time for completion of formalities to a minimum, provided that sufficient notice of estimated time of arrival (ETA) or departure (ETD) shall be given to the public authorities.

7.4 **Standard.** No charge shall be made by a health authority for any medical examination, or any supplementary examination, whether bacteriological or otherwise, carried out at any time of the day or night, if such examination is required to ascertain the health of the person examined, nor for visit to and inspection of a ship for quarantine purposes except inspection of a ship for the issue of a Ship Sanitation Control Certificate or Ship Sanitation Control Exemption Certificate or extensions thereto, nor shall a charge be made for any vaccination of a person arriving by ship nor for a certificate thereof. However, where measures other than these are necessary in respect of a ship or its passengers or crew and charges are made for them by a health authority, such charges shall be made in accordance with a single tariff which shall be uniform to the territory concerned and every charge shall:

- (a) conform to this tariff;
- (b) not exceed the actual cost of the service rendered; and

^{*} Including the Maritime Labour Convention, 2006 (MLC, 2006).

[†] Refer to the *Industry recommended framework of protocols for ensuring safe ship crew changes and travel during the coronavirus (COVID-19) pandemic* (MSC.1/Circ.1636/Rev.1).

- (c) be levied without distinction as to nationality, domicile or residence of any person concerned or as to the flag, registry or ownership of the ship.

The tariff, and any amendment thereto, shall be published at least 10 days in advance of any levy thereunder.

7.5 **Recommended Practice.** When the services of public authorities are provided outside the regular working hours referred to in Recommended Practice 7.2, they should be provided on terms which shall be reasonable and not exceed the actual cost of the services rendered.

7.6 **Standard.** Where the volume of traffic at a port warrants, public authorities shall ensure that sufficient services are provided for the accomplishment of the formalities in respect of both cargo and baggage, regardless of value or type.

7.7 **Recommended Practice.** Contracting Governments should endeavour to make arrangements whereby one Government will permit another Government certain facilities before or during the voyage to examine ships, passengers, crew, baggage, cargo and documentation for customs, immigration, public health, plant and animal quarantine purposes when such action will facilitate clearance upon arrival in the latter State.

C. Emergency assistance

7.8 **Standard.** Public authorities shall facilitate the arrival and departure of ships engaged in:

- public health response activities;
- disaster relief work;
- the rescue of persons in distress at sea in order to provide a place of safety for such persons;
- the combating or prevention of marine pollution; or
- other emergency operations designated to enhance maritime safety, the safety of life at sea, the safety of the population or the protection of the marine environment.

7.9 **Standard.** Public authorities shall, to the greatest extent possible, facilitate the entry and clearance of persons, cargo, material and equipment required to deal with situations described in Standard 7.8.

7.9.1 **Recommended Practice.** In the situations described in Standard 7.8, public authorities should not require the declarations mentioned in Standard 2.1 with the exception of, if it is indispensable, the General Declaration. Public authorities should in such situations waive the time limits and any applicable penalties for the provision of the declaration.

7.10 **Standard.** Public authorities shall grant prompt customs clearance of specialized equipment needed to implement safety and security measures.

D. National facilitation committees

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.

7.12 **Recommended Practice.** Each Contracting Government should establish a national maritime transport facilitation committee or a similar national coordinating body, for the encouragement of the adoption and implementation of facilitation measures, between governmental departments, agencies and other organizations concerned with, or responsible for, various aspects of international maritime traffic, as well as port authorities, port facilities and port terminals and shipowners.

APPENDIX 1*

The maximum information that may be required by public authorities for the declarations (Standard 2.1 bis)

Information Elements	General Declaration	Cargo Declaration	Ship's Stores Declaration	Crew's Effects Declaration	Crew List	Passenger List	Dangerous Goods Manifest
Authentication information							
Date and signature by master, authorized agent or officer	23	10	12	9	18	19	16
Voyage information							
Arrival or departure	Tick Box	Tick Box	Tick Box		Tick Box	Tick Box	
Voyage number	1.4	1.3	1.4	1.4	1.4	1.4	1.4
Date and time of arrival, actual	3		3		3	3	
Date and time of arrival, estimated	3		3		3	3	
Date and time of departure, actual	3		3		3	3	
Date and time of departure, estimated	3		3		3	3	
Brief particulars of voyage	11						
Last port of call	6		5		5		
Next port of call	6		5				
Port of arrival	2		2		2	2	
Port of departure	2		2		2	2	
Port of discharge		5					4
Port of loading		5					3
Port period of stay			7				
Previous port of call	11						
Subsequent port of call	11						

* The numbers in the columns indicate the numbers assigned to the corresponding information elements in the paper-based FAL declarations (see appendix 2).

Information Elements	General Declaration	Cargo Declaration	Ship's Stores Declaration	Crew's Effects Declaration	Crew List	Passenger List	Dangerous Goods Manifest
Ship information							
Port of registry	7						
Ship call sign	1.3		1.3	1.3	1.3	1.3	1.3
Ship flag State	4	3	4	2	4	4	2
Ship gross tonnage	9						
Ship IMO number	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Ship name	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Ship net tonnage	10						
Ship stores article name			8				
Ship stores location on board			10				
Ship stores quantity on board			9				
Ship type	1.1						
Certificate of registry issue date	7						
Certificate of registry number	7						
Name and contact details of ship's agent	8						16
Crew and passenger information							
Name of master	5	4					
Number of crew	13						
Number of passengers	14						
Number of persons on board			6				
Crew effect quantity on board				7			
Crew effects description				7			
Crew effects sequence number				3			
Crew member rank or rating				6	9		
Passenger in transit indicator						18	

Information Elements	General Declaration	Cargo Declaration	Ship's Stores Declaration	Crew's Effects Declaration	Crew List	Passenger List	Dangerous Goods Manifest
Passenger port of disembarkation						17	
Passenger port of embarkation						15	
Passenger visa number						16	
Person country of birth					12	9	
Person date of birth					11	8	
Person family name				4	7	5	
Person gender					13	10	
Person given names				5	8	6	
Person identity or travel document expiry date					17	14	
Person identity or travel document issuing State					16	13	
Person identity or travel document number					15	12	
Person identity or travel document type					14	11	
Person nationality					10	7	
Person on board sequence number					6		
Person place of birth					12	9	
Cargo information							
Cargo brief description	12						
Cargo item description of goods		7					
Cargo item gross volume		9					
Cargo item gross weight		8					
Cargo item Harmonized System (HS) Code		7					
Cargo item marks and numbers		6					7
Cargo item number of packages		7					
Cargo item package type		7					

Information Elements	General Declaration	Cargo Declaration	Ship's Stores Declaration	Crew's Effects Declaration	Crew List	Passenger List	Dangerous Goods Manifest
Dangerous goods additional information							12
Dangerous goods EmS number							15
Dangerous goods flashpoint							12
Dangerous goods IMO hazard class							10
Dangerous goods marine pollutant type							12
Dangerous goods mass							14
Dangerous goods number of packages							13
Dangerous goods package type							13
Dangerous goods packing group							11
Dangerous goods proper shipping name							9
Dangerous goods shipper's reference number							6
Dangerous goods subsidiary risks							10
Dangerous goods technical specifications							9
Dangerous goods UN number							8
Dangerous goods volume							14
Stowage position on board							5
Transport contract number		Bill of lading number					
Transport equipment identification number		6					7
Vehicle identification number (VIN)							7
General							
Measurement unit		8 9					12 14
Remarks	15						

APPENDIX 2

Declarations that may be required in paper form by the public authorities in exceptional circumstances (Standard 2.11)

GENERAL DECLARATION
(IMO FAL Form 1)

		<input type="checkbox"/> Arrival	<input type="checkbox"/> Departure
1.1 Name and type of ship		1.2 IMO number	
1.3 Call sign		1.4 Voyage number	
2. Port of arrival/departure		3. Date and time of arrival/departure	
4. Flag State of ship	5. Name of master	6. Last port of call/Next port of call	
7. Certificate of registry (date; number) and Port of registry.		8. Name and contact details of ship's agent	
9. Gross tonnage	10. Net tonnage		
11. Brief particulars of voyage (previous and subsequent ports of call; underline where remaining cargo will be discharged)			
12. Brief description of the cargo			
13. Number of crew	14. Number of passengers	15. Remarks	
Attached documents (indicate number of copies)			
16. Cargo Declaration	17. Ship's Stores Declaration		
18. Crew List	19. Passenger List	20. The ship's requirements in terms of waste and residue reception facilities	
21. Crew's Effects Declaration (only on arrival)	22. Maritime Declaration of Health (only on arrival)		
23. Date and signature by master, authorized agent or officer			

CARGO DECLARATION
(IMO FAL Form 2)

		<input type="text"/> Arrival	<input type="text"/> Departure	Page number
1.1 Name of ship		1.2 IMO number		
1.3 Voyage number		2. Port where report is made		
3. Flag State of ship		4. Name of master		
5. Port of loading/Port of discharge				
B/L No.	6. Marks and Numbers	7. Number and kind of packages; description of goods or, if available, the Harmonized System (HS) Code	8. Gross weight	9. Measurement
10. Date and signature by master, authorized agent or officer				

PASSENGER LIST
 (IMO FAL Form 6)

Arrival
 Departure
 Page number

1.1 Name of ship				1.2 IMO number				1.3 Call sign						
1.4 Voyage number			2. Port of arrival/departure				3. Date of arrival/departure		4. Flag State of ship					
5. Family name	6. Given names	7. Nationality	8. Date of birth	9. Place of birth	10. Gender	11. Type of identity or travel document	12. Serial number of identity or travel document	13. Issuing State of identity or travel document	14. Expiry date of identity or travel document	15. Port of embarkation	16. Visa number if appropriate	17. Port of disembarkation	18. Transit passenger or not	
19. Date and signature by master, authorized agent or officer														

DANGEROUS GOODS MANIFEST

(IMO FAL Form 7)

(As required by SOLAS 74, chapter VII, regulations 4.2 and 7-2.2, MARPOL, Annex III, regulation 4.2 and chapter 5.4, paragraph 5.4.3.1 of the IMDG Code)

Page number

1.1 Name of ship			1.2 IMO number				1.3 Call sign			
1.4 Voyage number		2. Flag State of ship			3. Port of loading			4. Port of discharge		
5. Stowage position	6. Reference number	7. Marks and numbers - Freight container identification no(s). - Vehicle registration no(s).	8. UN number	9. Proper Shipping Name/(Technical specifications)	10. Class/ (Subsidiary risk(s))	11. Packing group	12. Additional information/Marine pollutant/Flashpoint/etc.	13. Number and kind of packages	14. Mass (kg) or Volume (L)	15. EmS
16. Shipping agent										
16.1 Place and date										
Signature of agent										

APPENDIX 3

Stowaway details referred to in Recommended Practice 4.6.2

<p>SHIP DETAILS Name of ship: IMO number: Flag: Company: Company address: Agent in next port: Agent address: IRCS: Recognized mobile satellite service identity: Port of registry: Name of master: STOWAWAY DETAILS Date/time found on board: Place of boarding:[*] Country of boarding: Date/time of boarding: Intended final destination: Stated reasons for boarding the ship:[†] Surname: Given name: Name by which known: Gender:</p>	<p>Date of birth: Place of birth: Claimed nationality: Home address: Country of domicile: ID-document type, e.g. Passport No.: ID card no. or Seaman's Book no.: If yes, When issued: Where issued: Date of expiry: Issued by: Photograph of the stowaway: <div data-bbox="804 1128 1034 1397" style="border: 1px solid black; padding: 10px; text-align: center;"> <p>Photograph if available</p> </div> General physical description of the stowaway:</p>
<p>First language: Spoken: Read: Written:</p>	<p>Other languages: Spoken: Read: Written:</p>

* Include port, port facility number, berth and terminal information.

† If the stowaway declares himself or herself to be a refugee or an asylum seeker, this information shall be treated as confidential to the extent necessary to the security of the stowaway.

Other details:

Method of boarding, including other persons involved (e.g. crew, port workers), and whether the stowaway was secreted in cargo/container or hidden in the ship:

Inventory of the stowaway's possessions:

Statement made by the stowaway:

Statement made by the master (including any observations on the credibility of the information provided by the stowaway).

Date(s) of interview(s):

Stowaway's signature:

Master's signature

Date:

Date:

ANNEX 2*

**DRAFT 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.¹

* Track changes were created using "grey shading" to highlight all modifications and new insertions.

¹ Refer to Recommended Practice 1.9.

ANNEX 3

EGDH PRIORITY LIST OF DATA SETS

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
IMO environmental information (e.g. waste delivery, information on bunker, ballast water and emissions) (FAL 43/INF.3; FAL 43/7/1)	Data set related to Ballast Water Arrival Reporting (FAL 45/INF.2)	1	Administrative data	Submission	EGDH 4/3
				pending /done	
				Data set	EGDH 4/18
				pending /agreed	
IMO environmental information (e.g. waste delivery, information on bunker, ballast water and emissions) (FAL 43/INF.3; FAL 43/7/1)	Data set related to "Waste delivery receipt" (EGDH 6/2)	1		Modelling	
				pending /done	
				Approved by	
				Submission	EGDH 6/2
Information on specific shipping conditions (FAL 43/7/3)	N/A	2	N/A	pending /done	
				Data set	
				pending /agreed	
				Modelling	
IMO safety information (e.g. ship particulars) (FAL 43/INF.3; FAL 43/7/1)	Data set related to Verified Gross Mass (FAL 45/INF.2)	2		pending /done	EGDH 4/5
				Data set	
				pending /agreed	
				Modelling	
				pending /done	
				Approved by	

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
IMO safety information (e.g. ship particulars) (FAL 43/INF.3; FAL 43/7/1)	Data set related to Container Inspection Programme (FAL 45/INF.2)	2		Submission pending /done	EGDH 4/5
				Data set pending /agreed	
				Modelling pending /done	
				Approved by	
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	Operational Data B2G, B2B	Submission pending /done	
				Data set pending /agreed	
				Modelling pending /done	
				Approved by	
Port logistic operational data FAL 45/6/7	"Data set on berth locations (S-131 (Marine Harbour Infrastructure))" Information supporting berth-to-berth route planning FAL 45/06/7	2	Operational and administrative data B2B and B2G	Submission pending /done	
				Data set pending /agreed	
				Modelling pending /done	
				Approved by	
Terminal codes (Child code of UN/LOCODE, IMO Port facility number, SMDG, BIC facility codes and IHO S-131 product specification")	N/A	2	N/A	Submission pending /done	
				Data set pending /agreed	
				Modelling pending /done	
				Approved by	

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
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	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
API data set	Advance Passenger Information such as passenger's identity, date of birth, gender, citizenship and travel document data	2		Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Added cargo details on dangerous goods (FAL 43/INF.3; FAL 43/7/1)	N/A	2	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Information regarding Maritime Services 1, 2, 3 in the context of e-navigation and IALA S210	N/A	2	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Other persons on board	Information related to special personnel on board ships	2	N/A	Submission pending/done	
				Data set pending/agreed	

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
				Modelling pending/done	
				Approved by	
PNR data set	Passenger Name Record or booking information such as the contact details of the passenger, method of payment, travel agent, etc.	3	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Ship Safety Information (FAL 43/7/3)	N/A	3	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Added cargo details at consignment level (FAL 43/INF.3; FAL 43/7/1)	N/A	3	N/A	Submission pending/done	
				Data set pending/agreed	
				Modelling pending/done	
				Approved by	
Notice of readiness	N/A	3	N/A	Submission pending/done	
				Data set pending/agreed	

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
				Modelling pending /done	
				Approved by	
Completed data sets					
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	Administrative data FAL Convention B2G	Submission pending /done	EGDH 1/5
				Data set pending /agreed	EGDH 1
				Modelling pending /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	Operational data MEPC.323(74) B2B and B2G	Submission pending /done	EGDH 1/7
				Data set pending /agreed	EGDH 1
				Modelling pending /done	FAL 44/5/1
				Approved by	FAL 44
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	Administrative data FAL Convention B2G	Submission pending /done	EGDH 1/6
				Data set pending /agreed	EGDH 3
				Modelling pending /done	FAL 45/6/2
				Approved by	FAL 45
Acknowledgement receipt(s) (FAL 44/7)		1	Message exchange data	Submission pending /done	EGDH 2/3 EGDH 1/9

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
	Message patterns, data exchanges and messaging management information (MMI). Data set related to acknowledgement receipt(s) from the "receiver" to inform the "sender".		B2B and B2G	Data set pending /agreed	EGDH 2
				Modelling pending /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	Operational data MEPC.323(74) B2B and B2G	Submission pending /done	EGDH 2/7
				Data set pending /agreed	EGDH 3
				Modelling pending /done	FAL 45/6/2
				Approved by	FAL 45
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	Administrative data FAL.2/Circ.131 B2G	Submission pending /done	EGDH 2/4 EGDH 2/4/1 EGDH 2/4/2 EGDH 3/3
				Data set pending /agreed	EGDH 3
				Modelling pending /done	April/May 21
				Approved by	FAL 46
Ship reporting system (resolution A.851(20))	Data elements found in resolution A.851(20) on ship reporting systems and ship reporting requirements	1	Administrative data Resolution A.851(20) B2G	Submission pending /done	EGDH 2/5 EGDH 2/INF.2
				Data set pending /agreed	EGDH 4/18
				Modelling pending /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	Administrative data Ship Class and Statutory Data B2G	Submission pending /done	EGDH 2/8 EGDH 2/4/2
				Data set pending /agreed	EGDH 5/12

Data set	Brief description	Priority	Descriptive criteria	Status of the data set	
				Modelling pending /done	July to January 2022
				Approved by	FAL 46
Audits and surveys	IACS proposed data set on audits and surveys	2	N/A	Submission pending /done	EGDH 3/12
				Data set pending /agreed	EGDH 5/12
				Modelling pending /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	N/A	Submission pending /done	EGDH 5/5
				Data set pending /agreed	EGDH 5/12
				Modelling pending /done	November to January 2022
				Approved by	FAL 46

ANNEX 4

DESCRIPTION OF MARITIME SERVICE 7

MS 7 – Tug service

7.1 Submitting organization

Correspondence Group to Review the Descriptions of Maritime Services (FAL Committee).

7.2 Coordinating bodies

IMO and Norway.

7.3 Description of the Maritime Service

This MS is intended to improve information regarding information about tug services needed in an area or port.

The need for tug services differs from port to port, the type of vessel and cargo.

Traditionally, the user has received information from different sources. The Web is becoming more and more common. But there is still some information in analogue publications, from ship agents, VTS and operators.

In some cases, information about a tug service capacity and/or availability may be difficult to obtain due to communication deficiencies.

Tug and escort vessels range from small vessels with limited capacity and service in ports and rivers to ocean-going vessels built for complex operations and salvage. Service from tug and escort vessels contributes to the safety of navigation, protection of the marine environment, and efficiency of marine transportation by conducting different types of operations, such as:

- transportation (personnel and staff between port and anchorages)
- ship assistance (e.g. mooring)
- salvage (grounded ships or structures)
- shore
- towage (harbour/ocean)
- escort
- oil spill response

Tug services would encompass all kinds of tug propulsion systems, such as:

- conventional
- azimuth stern drive
- tractor
- rotor

7.4 Purpose

This MS aims to facilitate access to all necessary tug-related information required by ships heading to port, in order to optimize transit times and promote efficient movement of goods and persons by using modern technology and common standards.

Effective communications and exchange of information between relevant stakeholders would contribute to efficient tug services. Electronic exchange of information would significantly contribute to the improvement of this service. For example, notifying a master and officers in advance about tug availability in port could lead the ship to adapt its speed accordingly. In some cases, this may prevent a requirement to anchor the ship.

Increased connectivity, through sharing of harmonized digital information regarding tug operations in ports, rivers or deep-sea, will enhance efficiency through just-in-time services. It will also reduce human factor errors, such as language barriers or outdated information in publications, enhancing efficiency and access to information in a fast and easy-to-use manner.

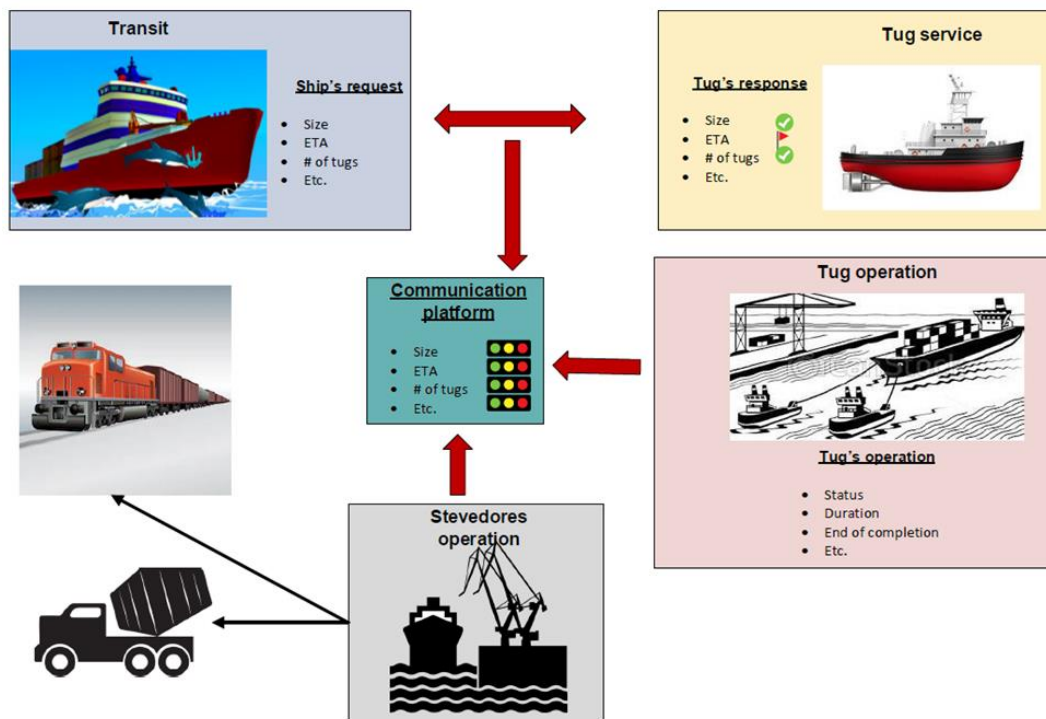
7.5 Operational approach

Access to this information electronically would enhance the awareness of a ship's timestamp.

Like the port support service, utilization of a common platform to exchange information electronically and keep users updated on a regular basis about the status of operations would significantly improve this service, for both the ship's operator and the tug owners. The tug service aims mainly to improve the communications involved in a ship request, rather than altering current operational procedures. Some of these data elements may include:

- ship's size
- number of tugs required
- date/time the service is required
- date/time the tug may be on-site
- estimated duration of operations
- end of operations

Figure 7-1 – Example of an electronic communication platform for all actors involved in the tug operations



7.6 User needs

Tug operations are a key element of the marine transportation chain and well-coordinated procedures and communication means should be in place to ensure fluid movement of ships.

In the future, a single window reporting system can contribute to reducing the workload and human errors by facilitating the exchange of information needed for tug request and operational coordination.

The types of information which can be exchanged include:

- ETA (request)
- confirmation requests
- updates on transit status and tug availability
- updates among stakeholders
- standardized messages to overcome language barriers

Easy and timely access to tug service information is crucial to ensure fluidity in the transportation chain. The information required from this service is mainly related to:

- capacity
- availability
- time of response
- status of operations
- duration of operations

Easy and timely access to tug service information can be achieved if this information is included in a common digital environment, such as a single window reporting system.

In return, tug services should be regularly updated on the ship's ETA/ATA to plan their operations accordingly. In the event of an unanticipated change, the tug service and ship officers should be able to communicate easily with each other to keep both parties informed about the evolving situation and allow for proper decision-making. An easy communication link should be part of the user needs and this communication link would also benefit all other actors.

7.7 Information to be provided

Information related to:	Examples of information shared in a tug service
Deep sea information	<ul style="list-style-type: none"> • Contact information for tug vessel/operator • Safety procedures and regulations • Available resources • Working hours
Local port or river information	<ul style="list-style-type: none"> • Contact information for tug vessel/operator • Mooring and berthing information • Available resources • Working hours

Information related to:	Examples of information shared in a tug service
Tug information	<ul style="list-style-type: none"> • Type of tug • Bollard pull • Size • Assistance services • Response time • Contact information • Working hours

Table 7-1: Examples of information that can be shared in a tug service

7.8 Associated technical services

To be developed.

7.9 Relation to other Maritime Services

Maritime Service	Examples of information related to MS 7
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 3 – Traffic organization service (TOS)	Traffic clearance, time slots
MS 4 – Port support service (PSS)	Berthing information, time slots, security, local regulations, supply, assistance, port contact information
MS 5 – Maritime safety information (MSI) service	Navigational warnings, meteorological information and other urgent safety-related information
MS 6 – Pilotage service	Pilot regulations, contact information, request procedures
MS 8 – Vessel shore reporting	Vessel information, cargo information, crew information
MS 10 – Maritime assistance service (MAS)	Contact information, places of refuge
MS 11 – Nautical chart service	Charting information, chart updates
MS 12 – Nautical publications service	Digital information from nautical publications that is relevant for the operations at hand
MS 13 – Ice navigation service	Ice chart, ice conditions, information regarding icebreaker service/assistance, ice routes
MS 14 – Meteorological information service	Information regarding weather in the area
MS 15 – Real-time hydrographic and environmental information services	Information from real-time sensors providing tidal and current information
MS 16 – Search and rescue (SAR) service	Salvage information, drifting parts, SAR areas, and rescue capabilities in the area

ANNEX 5

DESCRIPTION OF MARITIME SERVICE 8

MS 8 – Vessel shore reporting

8.1 Submitting organization

Correspondence Group to Review the Descriptions of Maritime Services (FAL Committee).

8.2 Coordinating bodies

IMO, Norway and Singapore.

8.3 Description of the Maritime Service

This MS provides information exchanges between shore and ship. It covers both:

1. vessel shore reporting (VSR); and
2. mandatory reporting systems (MRSs).

While the latter are adopted as mandatory reporting systems by the IMO and are tightly linked to the ship's routing systems of IMO, the former are closely linked to the e-navigation strategy and the MSW concept of the Organization.

Vessel shore reporting (VSR)

This service can cover information and guidelines related to reporting formalities and instructions (when, what and how) for reporting to a specific port. In addition, this service can be extended to the full exchange of information required in a single window ship reporting system. Information from shore to ship in a VSR regime may contain the following elements:

- reporting formalities
- information requested through a single window system
- security regulations
- vessel traffic services zones regulations
- customs regulations
- immigration regulations
- port State regulations
- health and veterinary regulations
- environmental regulations

Many of these elements are addressed by the IMO Facilitation Committee (FAL Committee), which developed guidelines for setting up a maritime single window reporting system. The FAL Committee also maintains and extends the IMO Compendium on Facilitation and Electronic Business (IMO Compendium)¹, a tool for software developers that design the systems needed to support transmission, receipt and response via electronic data exchange of information required for the arrival, stay and departure of the ship, persons and cargo to a port. By harmonizing the data elements required during a port call and by standardizing electronic messages, the IMO Compendium facilitates the exchange of information ship to shore and the interoperability of single windows, reducing the administrative burden for ships linked to formalities in ports.

¹ [The IMO Compendium on Facilitation and Electronic Business](#)

The IMO Compendium consists of an IMO Data Set and IMO Reference Data Model agreed by the main organizations involved in the development of standards for the electronic exchange of information related to the FAL Convention: World Customs Organization (WCO), United Nations Economic Commission for Europe (UNECE) and International Organization for Standardization (ISO). The IMO Compendium include new areas beyond the FAL forms such as the reporting of stowaways, the Maritime Declaration of Health, ship and company certificates and inspections and timestamps related to the port call and the provision of relevant services in the port. A data set on mandatory reporting systems has also been included in the IMO Compendium.

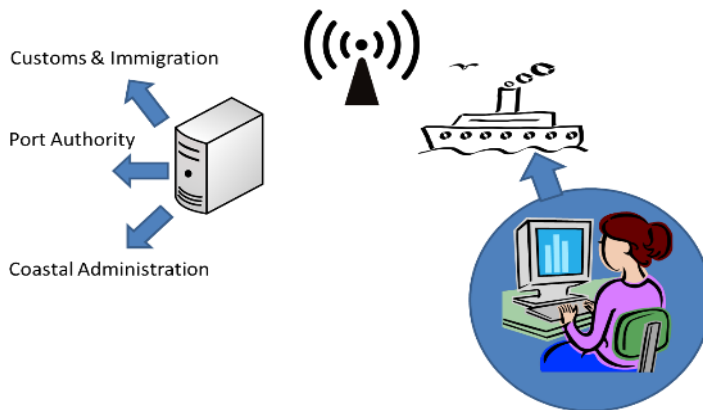
This work is linked to e-navigation Strategy Implementation Plan Solution 2 – Means for standardized and automated reporting (see MSC.1/Circ.1595).

E-navigation solution 2, regarding automated ship reporting, is one of the most important solutions to reduce the crew workload (amount of time spent on preparing and submitting reports to shore-based authorities). To achieve this, reports should be automatically generated and transmitted as far as possible from existing on board systems. Data fields within the single window, where possible, should also be auto-populated from onboard and shore systems, for the vessel master to do a simple verification check before sending via the appropriate communication means.

The VSR as envisaged by e-navigation solution 2 aims to reduce time-consuming paperwork on board.

This service can facilitate the necessary needs related to a single window reporting system that also includes automation.

Figure 1 – Vessel shore reporting and ship reporting systems



Mandatory reporting system (MRS)

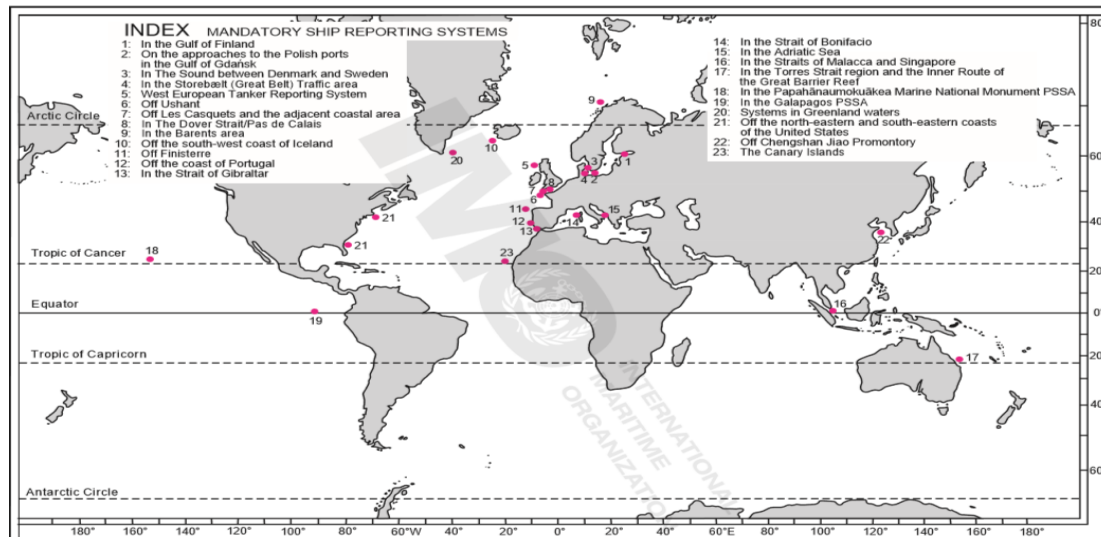
The practice of following predetermined routes for shipping are adopted for reasons of safety. Related provisions were subsequently incorporated into the original SOLAS Convention. Traffic separation schemes (TSS) and other ship routing systems have now been established in most of the major congested shipping areas of the world. IMO's responsibility for ships' routing is enshrined in SOLAS chapter V, which recognizes the Organization as the only international body for establishing such systems.

Ships' routing systems, including TSS, that have been adopted by IMO, are tightly linked to ship reporting systems. Regulation 11 of chapter V of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, provides the authority for the adoption of

ship reporting systems by IMO. Ship reporting systems so adopted will be mandatory for use by all ships, certain categories of ships, or ships carrying certain cargoes.

The IMO Publication, *Ships' Routing*, is updated when schemes are amended or new ones added. There are currently 23 IMO-adopted MRSs. In addition, several local ship reporting systems are established.

Figure 2 – Mandatory Reporting System (MRS)



The reporting obligations in an MRS are typically fewer than in a VSR regime, e.g. vessel name, IMO ID, position, speed, course and so on. However, parts of the information are the same or similar. Currently, much of the MRS reporting is done via voice communications and/or paper.

Resolution MSC.433(98) on *Guidelines and criteria for ship reporting systems* recalls that communication between a shore-based authority and a participating ship should be limited to information essential to achieve the objectives of the SRS. The initial report required from a ship entering the system should generally be limited to:

- ship's name
- call sign
- IMO identification number if applicable
- position

The existing resolution is based on SOLAS regulation V/11, as follows:

"Ship reporting systems contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment. A ship reporting system, when adopted and implemented in accordance with the guidelines and criteria developed by the Organization pursuant to this regulation, shall be used by all ships, or certain categories of ships or ships carrying certain cargoes in accordance with the provisions of each system so adopted.

The Organization is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting systems. Contracting Governments shall refer proposals for the adoption of ship reporting systems to the Organization. The Organization will collate and disseminate to

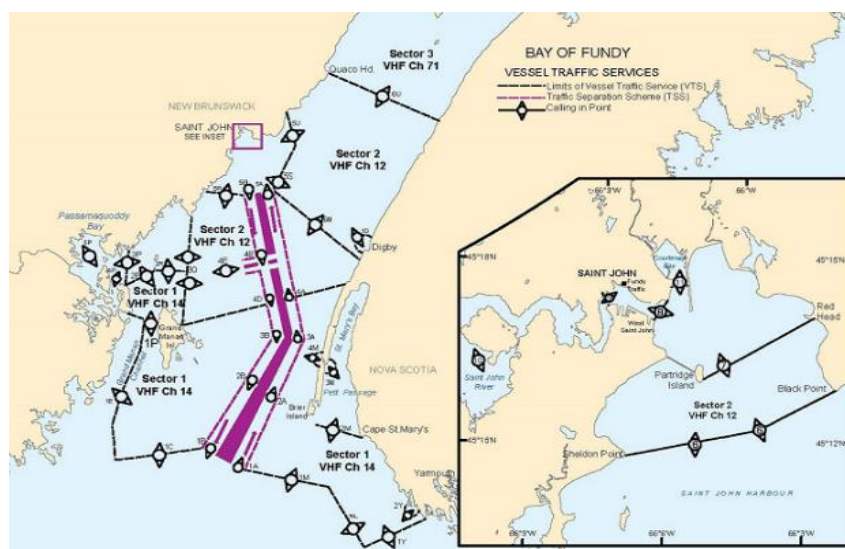
Contracting Governments all relevant information with regard to any adopted ship reporting system."

Although the regulation refers to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment, resolution MSC.433(98) states that other supplementary information may also be requested in the initial report, if justified to ensure the effective operation of the ship.

This information may include the intended movement of the ship through the area covered by the reporting system and any operational defects or difficulties affecting the ship, as well as the general categories of any hazardous cargoes on board.

Information required to be transmitted as part of an MRS report is generally transmitted to the VTS centre, or the relevant authority, via VHF voice communication. Some MRSs also accept reports transmitted through AIS, Internet-based reporting systems, email, fax, Satcom, mobile phone or a combination of these communication means.

Figure 3 – Examples of reporting points from Bay of Fundy

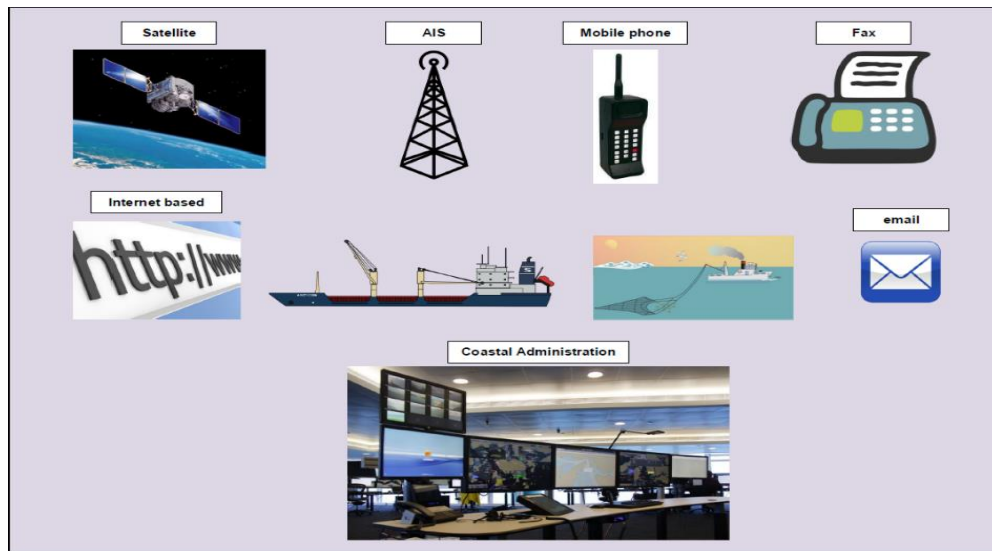


Current communication

Currently, the following communication systems are normally used to report information:

- AIS
- Internet-based reporting systems
- email
- fax
- SATCOM
- mobile phone
- a combination of these systems

Figure 4 – Example of current communication systems used to report information



8.4 Purpose

Vessel shore reporting (VSR)

The purpose of this MS is to:

- facilitate a 100% digital (exchange) system in accordance with the needs defined by the actors;
- secure submission and exchange of information by electronic means required by shore-based authorities in the harmonized standard and in the required time frame;
- reduce the administrative burden to the crew and ashore;
- reduce the number of human errors and missing information by automating the reporting processes as much as possible; and
- provide real-time access to information to relevant stakeholders in a secure manner, including the use of authentication.

Ship routing system (SRS) in conjunction with a mandatory reporting system (MRS)

Resolution MSC.433(98) states that the objectives of SRS should be based upon:

"the improvement of the safety of life at sea, the safety and efficiency of navigation and/or to increase the protection of the marine environment. They may or may not be operated as part of a vessel traffic service."

As such, the SRS service contributes to the traffic situational awareness of a National Competent Authority (NCA) either by being informed of vessels heading into its waters or the ones already in transit. Based on the information collected, the NCA can initiate an intervention plan, if required.

The purpose of this MS is to:

- enhance safety and security in MRS areas by utilizing existing modern technology and digital information, taking cyber risk management into account;
- make use of existing modern technology to reduce the administrative burden and reduce human errors; and
- enhance shore capacity for efficient, optimized and environmentally friendly traffic organization.

8.5 Operational approach

Future vessel shore reporting (VSR)

Electronic systems for ship reporting should use the same protocols and product specifications, in a single window solution, to send digital pre-arrival information such as the FAL-related declarations and other regional/national requirements. This will ensure a common harmonized platform for all ship reporting systems.

NCA's should provide information about reporting formalities and ensure that all information regarding reporting is easy to understand, accessible and even automated for the master or operator.

This service should provide appropriate ICT tools for shipboard and shore-based personnel to streamline the processes and procedures associated with the generation and distribution of required reports, including retrieval of information from other ship systems (ballast management, waste management system, emission control system, navigation system, etc.) and from shore-based sources (cargo and passenger booking offices, crewing agents, stevedores, etc.).

Examples of information to provide can be:

Information related to:	Examples
Reporting regulations	<ul style="list-style-type: none"> • What to report. The pre-arrival information may consist of ship particulars, arrival notice, crew and passenger lists, crew and passenger effects declarations, stores list, HAZMAT information, waste declaration, ship's certificates, seafarers' certificates (both as e-certificates), ports of call list, dangerous cargo declaration, ISPS and manifests, vaccination list, narcotic list, ship's money declaration, etc.; • when / what to report (e.g. 24h, 48h, 72h, 96h before arrival); and • to whom (e.g. immigration, police, harbour master).
Reporting tools	<ul style="list-style-type: none"> • Security, authenticity, integrity and confidentiality solutions • web, app, etc. • interfaces and endpoints • secure access to digital data repositories (e.g. e-Certificate repository MyCert) • communication • guidelines and rules

Information related to:	Examples
Shore receivers and support	<ul style="list-style-type: none"> • Contact information • support information • information about local reporting aid / support such as coastal radio stations and agencies

The type of information required and reporting periods may differ from country to country and create some confusion on the ships' side, if the information requested is not clearly stated. Also, the reporting periods in some situations start as far in advance as 96 hours before a ship enters a coastal administration's waters. This may pose challenges with respect to the communication means available to provide the required information all along the voyage.

In order to achieve the operational goal for future VSR, the ship should be able to make use of a complete set of product specifications that ensure a simple and harmonized system for providing reporting information.

Without such a global maritime single window environment (GMSWe), new systems may be introduced that do not interoperate with one another. The consequence will be that the administrative burden on board is not reduced and instead be increased through the added complexity of more interfaces to deal with.

The following non-exhaustive list of notifications should be provided through a GMSWe:

- port arrival notification (location, timing, purpose etc.) including the Arrival notification to the Defence system
- port (arrival) departure notification for ships carrying dangerous or polluting cargo
- notifications of bunkers on board
- notifications of NOx information
- notifications of landing of waste
- notifications of Pilot Exemption Certificate (PEC) voyage
- notifications of intent to cross the national baseline
- maritime security notifications
- Port State Control Notifications
- customs declarations (in accordance with the FAL)
- border control notifications
- Immigration and Health declaration
- terminal berth booking request at port
- pilot booking request

When considering new product specifications regarding VSR, the IMO Compendium should be consulted to see if a data set is already produced and can be used for the product specification.

Future ship reporting system in conjunction with a mandatory reporting system (MRS)

As the scope, transmission capacity and data format of each of these systems differ, the possibility of developing standardized protocols with their product specifications to automate the collection of data on board and communicate it to shore-based authorities might constitute a real issue. There is a possibility of packaging the reporting information with a route exchange format (e.g. S-421), but the security of the means of communication would need to be carefully evaluated. The same is true for the new Port Call Message Standard (S-211) as a complementary data stream integrable with S-421.

Some of these reporting systems are not using a digital format, which prevents provision of an automated service. The first step in an operational approach would be the use of a communication system capable of transmitting digital data. Secondly, and given reporting requirements differ among coastal States, a library containing information required by each administration should be developed, which complies with the standardized product specifications principle.

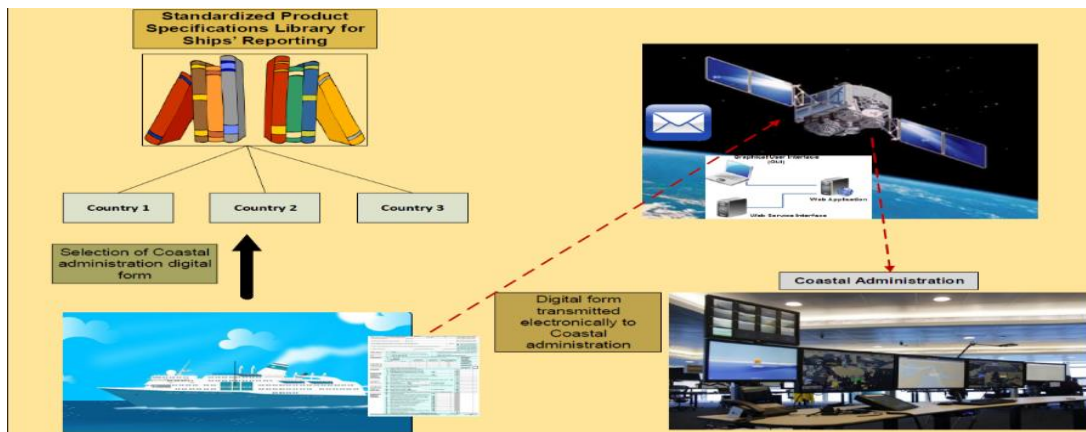
To avoid duplication, overlap and unnecessary administrative work, information should be exchanged between MRSs in the same region and with a relevant VSR system.

This can be achieved once the product specification and digitalization of all elements required is done. The product specification should be based on the IMO data set on ship reporting systems included the IMO Compendium.

The data that comprise the ship reports are typically either of a fixed, dynamic or voyage-related character. Fixed information, such as the ship name, call sign, IMO number, country codes, certificates and contact information, should be stored as basic information in a database and retrieved upon request. Thus, the fixed data are registered only once. Dynamic information such as the ship position, heading, and speed, can be automatically collected from the ship's positioning- and/or AIS systems, and should not have to be manually registered. Lastly, the voyage-related information, such as port of departure and arrival, cargo, and crew/passengers, will possibly, in the near future, have to be manually maintained. However, the voyage-related information could in many cases be extracted from internal or external databases, further optimizing the automation process on board the ship.

Combining the fixed, dynamic or voyage-related information in a dynamic, secure and automated reporting service will result in a major reduction of the workload for the crew when it comes to reporting.

Figure 5 – Example of electronic communication systems



8.6 User needs

Ships' masters are facing considerable administrative burden to comply with different mandatory VSR requirements and transmission of information. Different procedures, data formats, documentary requirements and formalities are applied depending on the country, ship reporting system or port of destination. One of the main challenges is that the ship has to communicate in different manners through different systems.

This, in turn, requires building and maintaining a library of required reports that are uniquely identified and characterized by their requirements for format, deadline, content, etc. The vessel reporting system also requires developing and maintaining an S-100 product specification for IMO Common Maritime Data Structure (CMDS) that can be used to generate all required reports in the library. Lastly, it requires that ships' systems that generate reporting information be certified to be compliant with an international machine-to-machine interface standard or ship network standards such as IEC 61162 series.

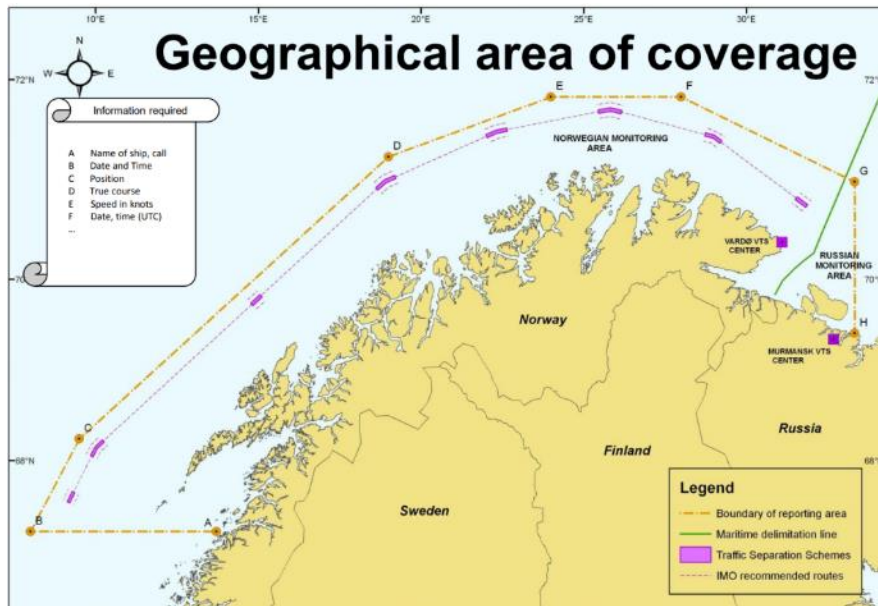
Several advantages of digitalized ship reporting have been identified:

- one single window for ship reporting makes it easier for shipping to send mandatory information to authorities;
- the number of notifications is reduced as various authorities receive one common notification instead of many singular notifications from individual vessels;
- it reduces administrative burdens on board, which enables seafarers to spend more time on navigational tasks;
- already registered users can reuse data previously registered in the system, reducing administrative time;
- the system is designed so that it becomes easier for shipping to meet reporting obligations;
- the transition to digital and consistent messages from shipping to ports facilitate more efficient port logistics;
- quick and easy access to digitized and automated ship notifications frees up time and resources in the government administration;
- easy access to important information needed in emergency situations; and
- transparency and reuse of information among stakeholders increase efficiency between the transport modes.

Mandatory reporting system (MRS)

In MRS areas, shore authorities can provide more automated and efficient reporting systems by using technology such as AIS and VDES, in combination with common data structures and product specifications.

Figure 6 – BAREP SRS between the Russian Federation and Norway



8.7 Information to be provided

Vessel shore reporting (VSR)

Several initiatives related to VSR are ongoing. The largest is probably the work regarding the establishment of a European maritime single window environment (EMSWe). Standards for approximately 1200 required reporting elements will be the basis for a 100% digital solution. The data set of the EMSWe is aligned with the IMO Compendium which by FAL 46 has already more than 400 data elements and is incrementally growing.

Once this specification is done, exchange and reuse of information can be realized. The reporting party does not need to relate to all the elements, but the system has the capacity to exchange and reuse the various data elements.

Mandatory reporting system (MRS)

The currently 23 IMO-adopted mandatory reporting systems follow the structure based on IMO resolution A.851(20), as amended by resolution MEPC.138(53).

Parts of the required information, such as ID, course, speed, position, are normally captured by sensors such as AIS and LRIT. Remaining information is often already available from a VRS system. The sharing of information between systems will have several benefits.

Appendix 2 contains information required for all 23 MRSs, including already existing product specifications. The IMO data set on ship reporting systems (resolution A.851(20)) is available in [the IMO Compendium on Facilitation and Electronic Business](#) and should be used when developing electronic services.

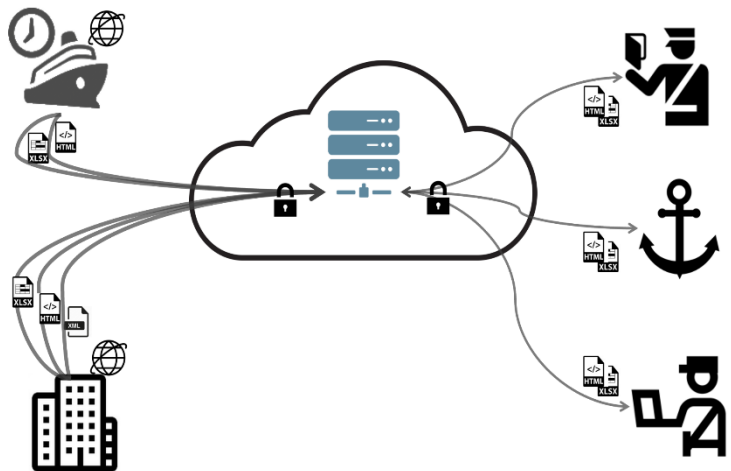
Vessel shore reporting (VSR) and maritime single window (MSW)

VSR is a generic term and a supporting reporting system to receive information from the ships could, in principle, be any system suitable for the purpose. However, some kind of single window system is often the case.

The term "maritime single window" (MSW) can be defined as a one-stop service environment that covers maritime and port administrative procedures, such as port entry/departure declaration, notice of security reports, and other related information between private sectors and public authorities nationwide. In other words, an MSW is a single window in the scope of maritime and port fields.

The system depicted on the right represents a conceptual architectural model that defines the structure and behaviour of the MSW. This model assumes that a single authority Centralized Information Mode (CIM) has the responsibility to operate the system that receives information electronically via the single window and thereby disseminates this information to all relevant stakeholders.

Figure 7 – MSW conceptual architectural model



The conceptual model illustrates that the MSW consists of an environment whereby ship data providers can submit information electronically either through a user interface or a system-to-system interface. The information is digitized, and the individual data elements will be submitted once only.

Further information is available in the IMO *Guidelines for setting up a maritime single window*. In addition, a GISIS module collects information on existing MSW systems in Member States.

8.8 Associated technical services

To be capable of generating this information automatically and transmitting it automatically, a realistic operational implementation of VSR and MRS services would require the involvement of both competent authorities and ship operators.

The concept of an automatic reporting schema comprises in principle two technical systems or services:

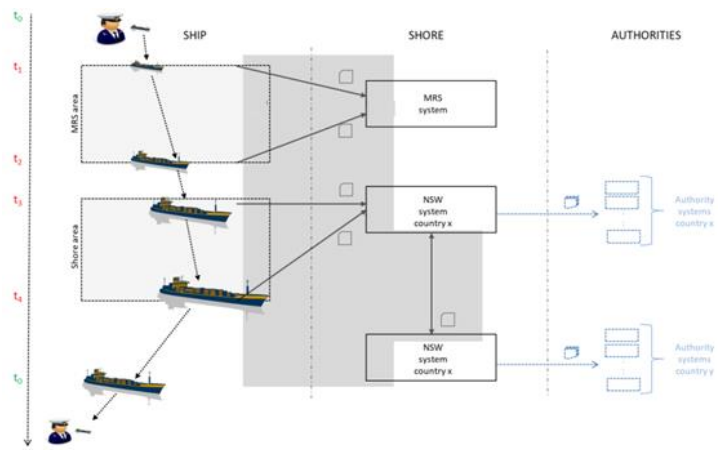
- onboard system (SHIP side); and
- onshore system(s) (SHORE side).

The principal figure below visualizes the scope of the reporting and shows how the two systems or services interact at various stages of a ship voyage.

The reporting obligations usually lie with the master on the ship, but the actual reporting might be done by a third party such as a ship agent. For simplicity the third party is left out of the figure. Using existing data communication systems, ship information will be transmitted to the authorities, ports, VTSs and shore centres during the ship voyage or ship arrival in port.

The AUTHORITIES' (SHORE) side, illustrated in the figure on the right, is included to visualize the holistic picture of ship reporting. The authorities will receive relevant information from the reporting ship, using the existing connections and exchange mechanisms implemented in the relevant system, i.e. NSW(s).

Figure 8 – Ship reporting during voyage



The main area of interest for is depicted in the grey area of the figure. This represents the area where automatic ship reporting typically operates, and where the systems interact and communicate with or affect each other. The endpoints typically make visible one or more services that enable submission, retrieval and exchange of information.

The endpoints indicated in the figure comprise at least two principal sets of services that are common in both VSR and MRS reporting; one that enables the ship and shore to request and receive information, and another service that enables the transmission and reception of the reporting information.

Request and respond services (RRS)

Various reporting systems have different reporting obligations and procedures. The reporting obligations (information element to be reported) should be in accordance with IMO resolution A.851(20), as amended by resolution MEPC.138(53), the FAL Convention or other regional/national requirements. However, not all reporting systems require all the information that is specified in the resolution and the reporting procedures will vary based upon different parameters.

One of the central services that should be found in the RRS is the ability for the ship's system to request the reporting obligations for a particular voyage or port call. Based on, for example, the ship particulars and voyage information, such as type and size of the ship, port of departure, crew and passengers, the ship system should have the opportunity to request the shore-based reporting system for the reporting obligation for that particular ship voyage. The shore-based system should in return respond to the requester in a structured message of the obligatory reporting information and reporting procedures that would be required for the ship and voyage.

Therefore, seen from the ship perspective, the VSR and MRS system makes visible an information service and is able to digitally respond to information requests from ships. Both types of shore services should as a minimum respond by giving the requesting system the accurate current reporting obligation for that particular reporting system, in both cases VSR or MRS.

Additional functions in the service could give responses to other requests as indicated earlier in this document.

To be elaborated.

Transmit and receive services (TRS)

The TRS service would work in a similar manner as to the RRS service, thus the VSR and MRS system should be able to consume and acknowledge the submitted reports (new or updates) from the ships.

To be elaborated.

The information that is exchanged between ship and shore will result in series of digital messages between the two parties. This is often elaborated and depicted in a particular notion and is dealt with in chapter 8.9 Message exchange.

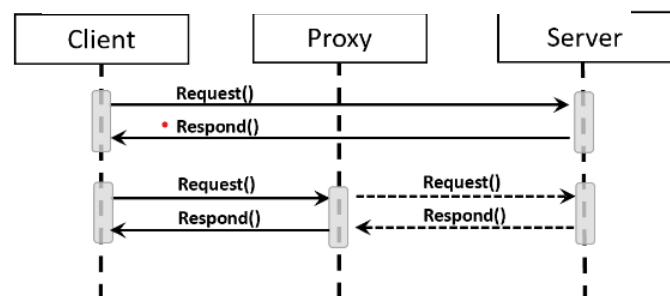
8.9 Message exchange

In every reporting scheme and, in particular automatic reporting schema, there needs to be well defined message exchange mechanisms in place. These exchange mechanisms should in principle be independent of the context in which the exchange is taking place.

The exchange is often described as message exchange sequences (patterns) and corresponding information elements that are necessary to execute the exchange. Each pattern can represent several different concrete exchanges between different parties. However, when it comes to ship reporting, the message sequences should be the same generic flow of information both for single window data exchanges or ship reporting to VTS or any other ship reporting system.

The sequence diagram(s) presented in this document consists of vertical lines representing an abstract time axis for respectively client (ship) and server (shore), and in some cases a proxy (catalogue). Arrows between the parties represent the sequence of messages that need to be exchanged. A thick line from an arrow end to a new arrow start shows synchronous processing by the respective party.

Figure 9 – Client-Server sequence diagram



The e-navigation services message flow and representation are being discussed in the IMO Expert Group on Data Harmonization (EGDH), and [Figure 10 – Request reporting](#) is a slightly modified version of the figure found in annex 3 to IMO document² EGDH 1/9. The modification to the original generic drawing is done to visualize a specific sequence diagram for the pattern which describes a service request in relation to the concept of automatic reporting.

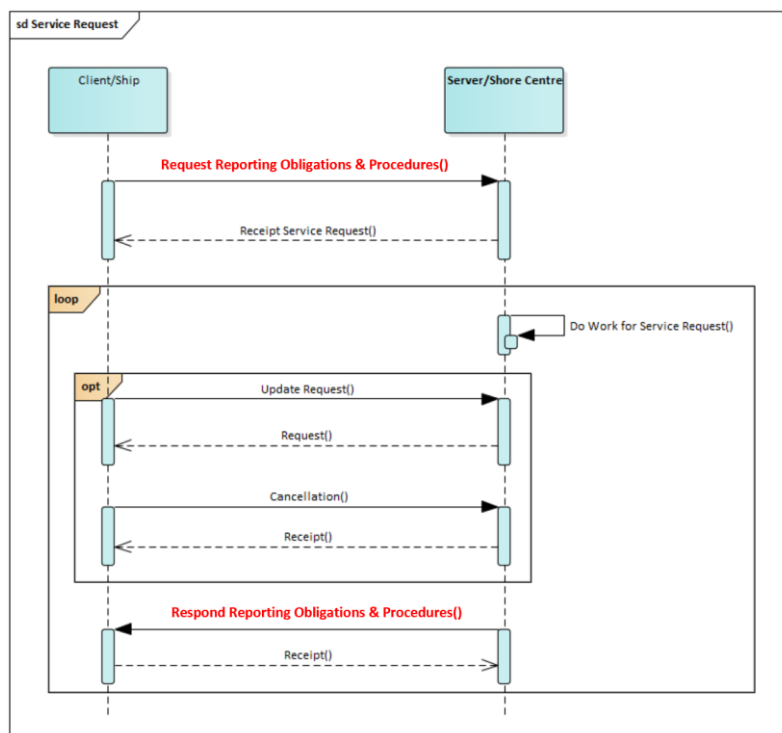
In [Figure 10 – Request reporting](#) the ship requests the RRS from the shore centre; in this case the requests are for the *Reporting obligations and procedures* for clearance to go to port or entry to an MRS area. A receipt is sent to acknowledge that the request for service is received by the shore centre. The shore centre proceeds with some work to handle the request and will respond to the requesting ship with the relevant reporting requirements and procedures for the particular ship and voyage. In the generic sequence diagram, there are also sequences for loops and options related to the message exchange. Loops and options might not be relevant in the example.

² ISO (2019), input paper to IMO EGDH 1/9, submitted by ISO: "IMO DATA SET RELATED TO ACKNOWLEDGEMENT RECEIPTS", 4 October 2019.

In the example above a catalogue service (proxy service) could make the service visible on behalf of the shore centre.

In a sequence where the ship actually submits a report (TRS service), loops and options would be very relevant. As an example, a single window system that has received a ship report would check that the data received is correct and on the right format. The single window will then forward the relevant information to the correct authorities. Results of the work done by the shore centre are sent to the ship as a service response, for instance, by a single window; this can be a clearance to enter the port. The ship can both update and cancel the request in several iterations. For port clearance, this corresponds to sending a clearance message multiple times, when the ship has available more information to submit. The ship can also cancel the service request, for instance cancel the port clearance request.

Figure 10 – Request reporting obligations and procedures



To enable a sequence of data exchange similar to what is described in the examples above would require definitions of additional data elements (beyond conventions and regulations). The data elements would be within the computer and communication domain and will not require additional human interactions or administrative burdens.

The pattern can also be used to describe a use case where the client subscribes to updates from server until some time-out or until cancellation.

Note that for simplicity and consistency, the sequence diagram is foreseen to be an information exchange between the ship and shore. However, from a practical and real-world point of view, systems and services "on board" might be implemented elsewhere i.e. onshore or in some kind of cloud implementation. These sequence diagrams should be interpreted with these facts in mind.

See [APPENDIX 1 PRELIMINARY USE CASES](#) for complementing detailed information. (To be further developed)

Standards and harmonized data

The harmonization of data should be based upon the new revision of the IMO Compendium, which supports the transmission, receipt and response of information required for the arrival, stay and departure of the ship, persons and cargo via electronic data exchange.

The IMO Compendium constructs the IMO Data Set, which identifies and defines all of the data elements related to reporting information requirements and the IMO Reference Data Model to establish the underlying hierarchical data structure used in electronic data exchange.

The IMO Data Set combined with the IMO Reference Data Model promotes harmonization among the relevant international standards used for electronic business from the World Customs Organization (WCO), the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT), the International Organization for Standardization (ISO), and other organizations.

8.10 Relation to other Maritime Services

Digital information from the ship reporting system using common standards is beneficial for several stakeholders and actors involved.

In addition to authorities (e.g. border police, immigration, defence, coastguard, customs) requesting the information, the list below gives example of services that can benefit from access to ship reporting information.

Maritime Service	Examples of information related to MS 8
MS 1 – VTS Information service (INS)	Type of vessel, nationality, MMSI, IMO number, contact information
MS 2 – VTS Navigational assistance service (NAS)	Draft, cargo
MS 3 – Traffic organization service (TOS)	ETA/ATA, ISPS information, purpose of arrival
MS 4 – Port support service (PSS)	The majority of the information in a ship reporting system is useful and can be reused for an effective and transparent port operation
MS 5 – Maritime safety information (MSI) service	Provides information on changes to reporting requirements
MS 6 – Pilotage service	Ship reporting systems can exchange information with the pilot system. Easy access to information can be important for the pilot. A digital pilot requesting/booking system connected to the ship reporting system will increase efficiency.
MS 10 – Maritime assistance service (MAS)	Information about cargo, dangerous goods and persons on board can reduce time before assistance and contribute to the allocation of the appropriate resources for the actual situation
MS 11 – Nautical chart service	Contains charted information about areas where reporting is required

Maritime Service	Examples of information related to MS 8
MS 12 – Nautical publications service	Contains detailed information about reporting requirements, such as who must report, when reports are due, and to whom the reports must be submitted
MS 13 – Ice navigation service	Information from the ship reporting system can contribute to a more tailor-made and effective icebreaker service
MS 16 – Search and rescue (SAR) service	Salvage information, drifting patterns, SAR areas, rescue capabilities in the area

APPENDIX 1

PRELIMINARY USE CASES

User story

To best introduce the use cases we will set the stage by introducing a real-world example through a user story. Let's imagine a simplified future user story using the objectives of e-navigation solution 2 and of automatic ship reporting.

The main story is: a ship is leaving the port of *Murmansk* and the destination is set for the port of *Helsinki*.

- Before departure, the master of the ship submits a voyage plan (route, destination and waypoints) from the onboard system to a designated shore-based service dedicated to support voyage/reporting management.
- While the master is relaxing or concentrating on his or her other duties, the shore-based service is eagerly working on gathering the information about the reporting obligations, procedures, timing and other relevant information along the route of the ship.
- After a short period of time the onboard system/service receives a structured response from the shore-based service that provides all the necessary information relevant for reporting along the route.
- Based upon the information received, the onboard system/service starts preparing the various reports that need to be submitted during the voyage. The information collected, such as the ship name, call sign, IMO number, country codes, certificates and contact information is obtained from local databases on board; dynamic information, such as the ship position, heading and speed, is collected from the ship's positioning and/or AIS systems. Cargo, crew/passengers and similar information will, if possible, be collected from other management systems on board or ashore.
- After relaxing, the master is presented by the onboard system with the reporting obligations and the pre-populated fields reports, indicating missing information that needs to be filled in manually.
- The master will finalize the report(s) by populating the missing fields (if any) and approve the information to be automatically submitted at appropriate times and according to the relevant procedures set out by the reporting system onshore.
- During the ship voyage the onboard system will update the dynamic information in the reports, such as the ship position, heading and speed. The onboard system will schedule the reports for submission by keeping track of time and position.
- The onboard system will report the relevant information in a timely manner and automatically to the appropriate reporting system onshore.
- The shore system/service will acknowledge the reports submitted by the ship enabling the master to keep track of the status and progress of the automatic reporting.

High-level use case for automatic ship reporting

Based upon the user story above one can break down the story into three high-level use cases. The figure visualizes these use cases. The two actors depicted in the figure will comprise more actors in the detailed use cases.

The following sections break down and further elaborate the three use cases.

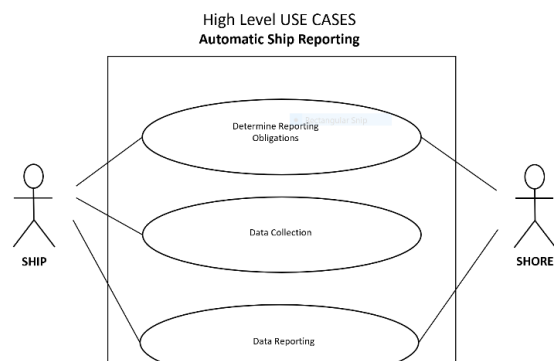


Figure 11 – Automatic reporting – high-level use cases

Use case: Determine reporting obligations

Actors:

- Ship (the reporting party).
 - Note: the ship/vessel as an actor can be realized by a representation onshore representing or assisting the ship to fulfil the reporting obligations.
- MRS/MSW (the party that sets the reporting requirements and makes visible the reporting interfaces).
 - Note: the MRS/MSW actor represents in this UC generic and harmonized interface/exposure of the reporting obligations and procedures (RO&P).
- Proxy (xx).
- Catalogue (xx).

Triggers:

- The ship finalizes the planned voyage by submitting the route.
- The ship changes the planned voyage by submitting the route update.
- By request from the ship.

Preconditions:

- Connectivity to the onshore representation of the ship, i.e. VIS or equivalent.

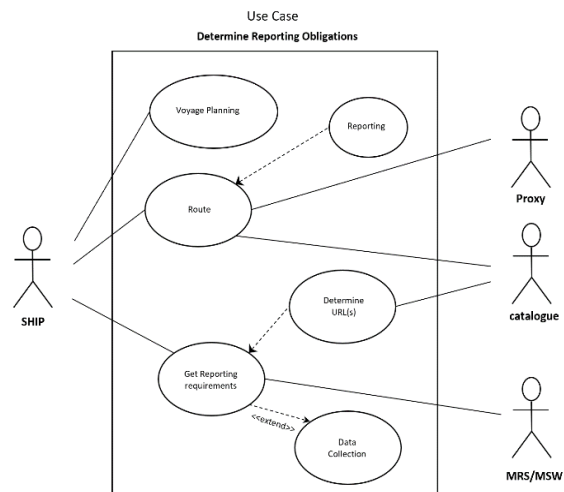
Post-conditions:

- The system and user on board will know the reporting requirements and procedures along the route until final destination.
- Reporting endpoints are known.
- The system on board will be ready to collect relevant data needed for the reports.
- The system on board will be able to schedule where and when to submit the relevant data to the reporting endpoints.

**Figure 122 – Determine reporting obligations
– use case**

Normal flow:

- The ship plans the voyage and reporting is included as part of the planning.
- The ship submits a voyage plan (route, destination and waypoints) from the onboard system.
- A proxy or catalogue services onshore will evaluate the route and identify the different reporting systems along the route, including at the destination. This is evaluated by the service registry in filtering out services according to coverage areas crossing the route and of service type reporting.
- The service registry returns URLs for the filtered list of reporting services. At this point in the normal flow the ship has two optional flows to choose from.



Catalogue/Proxy flow:

- The catalogue system or similar services onshore will request the endpoint URLs for the reporting obligations and procedures (RO&P) for the particular reporting system.
- The ship receives the reporting obligations, procedures and URLs for the report submissions from the catalogue system.

Ship flow:

- The ship onboard services will request directly the endpoint URLs for the reporting obligations and procedures for the particular reporting system.
- The ship receives the reporting obligations, procedures and URLs for the report submissions from the reporting system.
- The ship repeats (loops) the flow of requesting the RO&P for the subsequent reporting system if relevant.
- After repeating the steps of requesting the RO&P for the relevant reporting systems, the ship now has enough information to start preparing the ship report(s)
- The use case ends.

Alternative flows:

Alternative flows are dealing with cases where the various reporting points, procedures and obligations are already known to the ship. In these cases, the preliminary steps to identify the relevant reporting systems can be omitted.

Use case: Collecting data

Actors:

- Ship (the reporting party).
 - Note: the ship might comprise a full or partly shore system representing or assisting the ship to fulfil the reporting obligations.
- Company (the owner, freighter, charterer, etc.).
- Nav system (onboard).
 - Note: Might be GPS and/or AIS – any system that can give updated relevant data, such as position, speed and time.
- Local and external databases (databases with relevant data on board or at company).

Triggers:

- The ship knows or has determined the reporting obligations and procedures.
- By request from the ship, assuming the reporting obligations and procedures are known.

Preconditions:

- The ship knows the route and the RO&P for the relevant reporting systems during the voyage.

Post-conditions:

- The ship reports are ready for transmission at the scheduled geographical point, time or a combination.
- The ship can under any circumstances un-approve the report.
- The ship can under any circumstances cancel the report.

Normal flow:

- Knowing the RO&P the ship starts automatically to collect the relevant data for the draft report(s) to be submitted at a later stage.
- Fixed data, such as ship name, IMO and destination, are collected from onboard database(s).
- Data is collected from the company databases (if possible and relevant).
- Dynamic data is constantly updating the draft report(s).
- A draft report is presented to the ship.

The draft report is a unique instance, and changes are logged (?).

- Missing fields in the draft report (data not available or missing) are highlighted to the ship.
- The ship completes the report by filling in the missing fields, and/or updates incorrect information.
- Storing and logging.

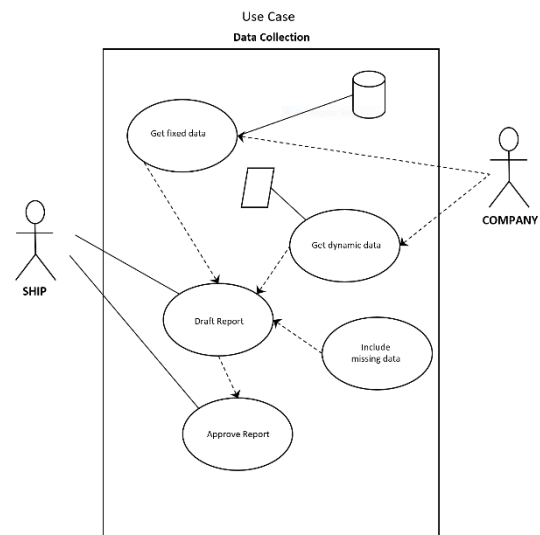


Figure 133 – Data collection – Use Case

- The ship approves the report(s) for submission.
- The report will be locked for updates, except for defined dynamic updates (pre-approved).

Alternative flows:

- If the voyage is cancelled or changed and the draft/approved reports created earlier are no longer relevant or valid, the ship should be able to delete the reports.
- The report are deleted and logs updated.
- The new or changed voyage should follow the normal flow.

The use case ends.

Use case: Data reporting

Actors:

- Ship (the reporting party).
 - Note: the ship might comprise a full or partly shore system representing or assisting the ship to fulfil the reporting obligations.
- Nav system (onboard)
 - Note: this might be GPS and/or AIS – any system that can give updated relevant data, such as position, speed and time.
- Local and external databases (databases with relevant data on board or at company)
- MRS /MSW (the party that accept the report electronically)
 - Note: the MRS /MSW actor represents in this UC generic and harmonized interface/exposure of the reporting submission.

Triggers:

- The scheduler initiates an approved report to be submitted, based upon geographical point, time or a combination.

Preconditions:

- Approved report(s) is available for submission.

Post-conditions:

- Report is acknowledged and approved by the MRS /MSW

Normal flow:

- The scheduling services are monitoring data from the dynamic system and the pending approved reports to be submitted.
- When a report is due, the scheduler initializes the report submission to the relevant reporting system.
- The ship can in any circumstances override the scheduler.
- The ship is informed if there is no approved report to be submitted.
- The MRS /MSW acknowledges the report.
- The MRS /MSW approves the report or requests updates or indicates errors.
- The ship behaves according to the response from MRS/MSW.
- The ship is presented with the status of the report.

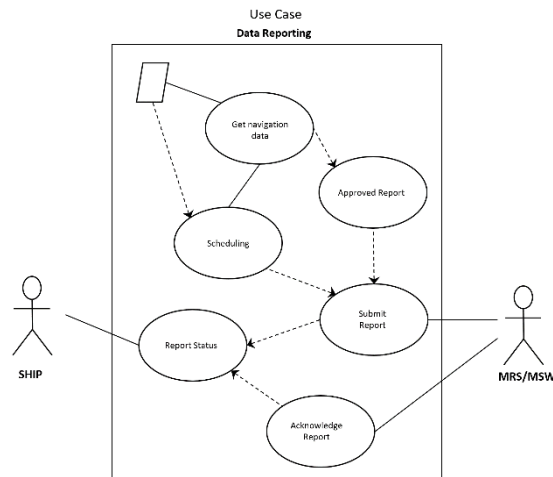


Figure 144 – Data reporting – Use Case

APPENDIX 2

SRS - Ship reporting systems product specifications

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIREMENTS	TYPE	S-100 REFERENCE
SP	Sailing plan	Before or as near as possible to the time of departure from a port within a system or when entering the area covered by a system.	The ship shall transmit the sailing plan (SP) on entry into the ship reporting system area by crossing the reporting line.	DIGITAL	S-127 (not report content), S-212, S-421. S-212 makes reference to a S-421 data set.
PR	Position report	When necessary to ensure effective operation of the system.	The ship shall transmit the position report (PR) on passing the reporting points.	DIGITAL	S-127 (not report content); categoryOfShipReport
DR	Deviation report	When the ship's position varies significantly from the position that would have been predicted from previous reports, when changing the reported route, or as decided by the master.		DIGITAL	S-127 (not report content); categoryOfShipReport
FR	Final report	On arrival at destination and when leaving the area covered by a system.	The ship shall transmit the final report (FR) when finally exiting from the ship reporting system area by crossing the reporting line.	DIGITAL	S-127 (not report content); categoryOfShipReport

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIREMENTS	TYPE	S-100 REFERENCE
DG	Dangerous good report	When an incident takes place involving the loss or likely loss overboard of packaged dangerous goods, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, into the sea.	Primary reports should contain items, A, B, C (or D), M, Q, R, S, T, U, X of the standard reporting format; details for R should be as follows: (See details reporting requirement in R)	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			If the condition of the ship is such that there is danger of further loss of packaged dangerous goods into the sea, items P and Q of the standard reporting format should be reported; details for P should be as follows: (See details reporting requirement in P)	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			Particulars not immediately available should be inserted in a supplementary message or messages.	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIREMENTS	TYPE	S-100 REFERENCE
HS	Harmful substances report	When an incident takes place involving the discharge or probable discharge of oil (Annex I of MARPOL 73/78) or noxious liquid substances in bulk (Annex II of MARPOL 73/78).	In the case of actual discharge primary HS reports should contain items A, B, C (or D), E, F, L, M, N, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge (se 3.4), item P should also be included. Details for P, Q, R, T and X should be as follows: <i>(See details reporting requirement in P, Q, R, T and X)</i>	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			After the transmission of the information referred to above in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate to the incident should be reported in a supplementary report as soon as possible. That information should include items, P, Q, R, S and X. <i>(See details reporting requirement in P, Q, R, T and X)</i>	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C (or D), E, F, L, M, N, P, Q, R, S, T, U, X of the standard reporting format. The master should also keep the coastal State informed of developments.	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIREMENTS	TYPE	S-100 REFERENCE
MP	Marine pollutants report	In the case of loss or likely loss overboard of harmful substances in packaged form including those in freight containers, portable tanks, road and rail vehicles and shipborne barges, identified in the International Maritime Dangerous Goods Code as marine pollutants (Annex III of MARPOL 73/78).	In the case of actual discharge, primary MP reports should contain items, A, B, C (or D), M, Q, R, S, T, U, X of the standard reporting format. In the case of probable discharge (see 3.4), item P should also be included. Details for P, Q, R, T and X should be as follows: (See details reporting requirement in P, Q, R, T and X)	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			After the transmission of the information referred to above in the initial report, as much as possible of the information essential for the protection of the marine environment as is appropriate to the incident should be reported. That information should include items P, Q, R, S and X. (See details reporting requirement in P, Q, R, S and X)	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.
			The master of any ship engaged in or requested to engage in an operation to render assistance or undertake salvage should report, as far as practicable, items A, B, C (or D), M, P, Q, R, S, T, U, X of the standard reporting format. The master should also keep the coastal State informed of developments.	DIGITAL	S-127 (not report content); categoryOfShipReport, S-212; ShipInformation with cargoInformation.

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIRMENTS	TYPE	S-100 REFERENCE
PROBDIS	Probability of discharge	The probability of a discharge resulting from damage to the ship or its equipment is a reason for making a report. In judging whether there is such a probability and whether the report should be made, the following factors, among others, should be taken into account:	The nature of the damage, failure or breakdown of the ship, machinery or equipment; and	DIGITAL	S-212; BroadcastAccident;accidentShipInformation;accidentShipCargoInformation
			Sea and wind state and also traffic density in the area at the time and place of the incident.	DIGITAL	S-212; BroadcastAccident;accidentShipInformation;accidentShipCargoInformation
		It is recognized that it would be impracticable to lay down precise definitions of all types of incidents involving probable discharge which would warrant an obligation to report. Nevertheless, as a general guideline the master of the ship should make reports in cases of:	Damage, failure or breakdown which affects the safety of ships; examples of such incidents are collision, grounding, fire, explosion, structural failure, flooding, cargo shifting; and	DIGITAL	S-212; BroadcastAccident;accidentShipInformation;accidentShipCargoInformation
			Failure or breakdown of machinery or equipment which results in impairment of the safety of navigation; examples of such incidents are failure or breakdown of steering gear, propulsion plant, electrical generating system, essential shipborne navigational aids.	DIGITAL	S-212; BroadcastAccident;accidentShipInformation;accidentShipCargoInformation

DESIGNATOR	FUNCTION	INFORMATION REQUIRED	DETAILED REPORTING REQUIRMENTS	TYPE	S-100 REFERENCE
LANG	Language	Where language difficulties may exist, the languages used should include English, using where possible the Standard Marine Navigational Vocabulary. Alternatively, the International Code of Signals may be used to send detailed information. When the International Code is used, the appropriate indicator should be inserted in the text, after the alphabetical index.		DIGITAL	most S-100 based product specifications have a complex attribute with language attribute using the ISO639-3 code list
REFCHART	Reference chart	Indicate the reference chart	Chart datum is World Geodetic System 1984 (WGS 84) datum	DIGITAL	??
GIVE IN FULL	Any other report	Any other report should be made in accordance with the system procedures as notified in accordance with paragraph 9 of the General Principles. (See details reporting requirement in resolution A.851(20))	All VHF, telephone, radar, AIS and other relevant information will be recorded and the records stored for 30 days.	DIGITAL	S-127, possibly S-212

ANNEX 6

DESCRIPTION OF MARITIME SERVICE 10

MS 10 – Maritime assistance service (MAS)

10.1 Submitting organization

Norway

10.2 Coordinating bodies

IMO and Norway

10.3 Description of the Maritime Service

The most common events requiring MAS are:

- fire
- explosion
- damage to the ship, including mechanical and/or structural failure
- collision
- pollution
- impaired vessel stability
- grounding

Resolution A.950(23) on *Maritime assistance services (MAS)* specifies that the circumstances of a ship's operation that involve MAS are not those requiring rescue of persons. Three situations can arise:

- the ship is involved in an incident (e.g. loss of cargo, accidental discharge of oil) that does not impair its seakeeping ability but nevertheless has to be reported;
- the ship, according to its master's assessment, is in need of assistance but is not in a distress situation (about to sink, fire developing, etc.) that requires the rescue of those on board; and
- the ship is found to be in a distress situation and those on board have already been rescued, with the possible exception of those who have remained aboard or have been placed on board to attempt to deal with the ship's situation.

However, if in an evolving situation the persons on board find themselves in distress, the involvement of MRCC will have priority over MAS. Accordingly, MAS is responsible only for receiving and transmitting communications and monitoring the situation.

Development of scenarios including their potential consequences with regard to safety of persons and pollution, fire, toxic and explosion risks.

10.4 Purpose

The purpose of this MS is to manage communications between the coastal State and the master requiring assistance.

As an intermediary, the main purposes of the MAS are:

- receiving the reports, consultations and notifications required by the IMO instruments referred to in annex 1 of resolution A.950(23) in the event of an incident involving a ship;
- monitoring the ship situation if a report, as referred above, discloses an incident that may cause the ship to be in need of assistance;
- serving as the point of contact between the master and the coastal State concerned, if the ship's situation requires exchanges of information between the ship and the coastal State but is not a distress situation that could lead to a search and rescue operation; and
- serving as the point of contact between those involved in a marine salvage operation undertaken by private facilities at the request of parties having a legitimate interest in the ship and the coastal State, if the coastal State concerned decides that it should monitor all phases of the operation.

10.5 Operational approach

The establishment of MAS should not necessarily entail the set-up of a new organization. The functions of MAS could, at the discretion of the Administration, be discharged by an existing organization, preferably MRCC, or alternatively a harbour master's office, a coastguard operations centre (if one exists) or another body.

Coastal States are requested to notify IMO of the existence and details (call numbers, call signs, etc.) of their MAS, in accordance with the predetermined format (resolution A.950(23), annex 2, appendix).

MAS should be operational on a 24-hour basis and it should be possible for the English language to be used in exchanges between a ship in need of assistance and MAS. Also, MAS should be authorized by their respective Governments to exchange with each other information concerning reports received and situations involving ships which may be in need of assistance.

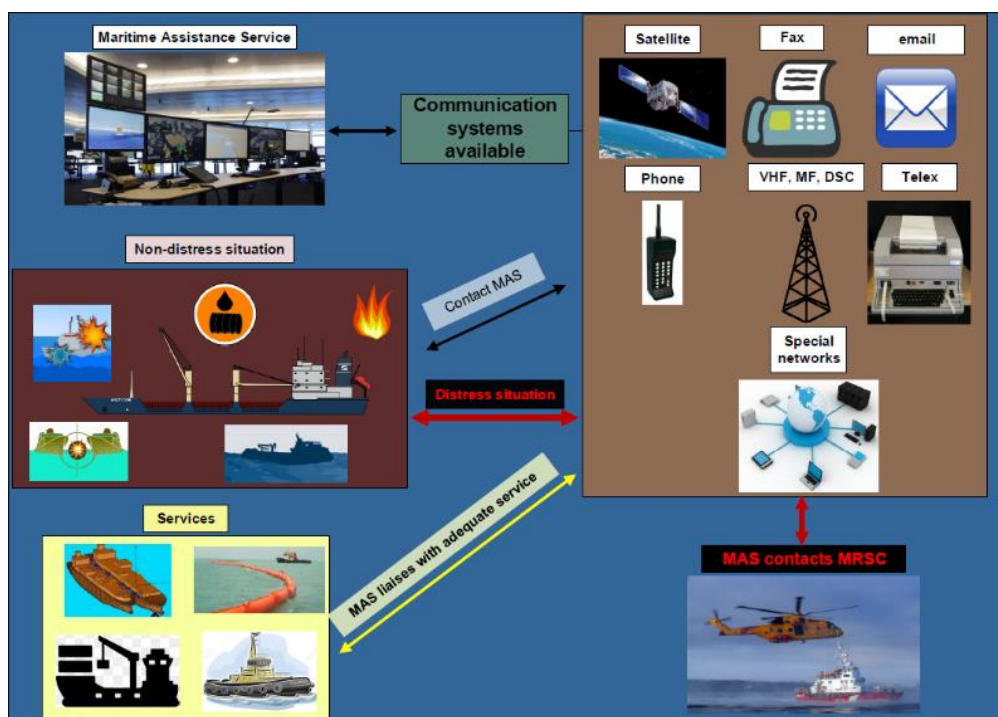
Information on MAS is periodically updated in the Global Integrated Shipping Information System.

The development of a database containing the key services' contact information and availability of their respective resources would help move towards the digitalization of MAS.

Also, the use of templates listing the types of incidents that commonly occur and their level of severity could facilitate ship-to-shore-based communication. The exchange of information on key services, their contact details, capabilities and geographical service areas could be developed as an S-100 based product specification. On the ship side, digital nautical publications in the S-12x series of product specifications, such as S-123 (Marine Radio Service), could contain MAS information.

The figure below illustrates briefly the different MAS functions:

Figure 10-1 – Illustration of some functions provided by MAS



10.6 User needs

In the future, this MS aims to facilitate access to all necessary MAS information required by ships in distress, in order to provide user-friendly and understandable information by using modern technology and common standards.

Effective communications and exchange of information between relevant stakeholders would contribute to efficient and time-reducing MAS operations. Electronic exchange of information would significantly contribute to the improvement of this service. For example, notifying a ship master in distress or in the area necessary of information accordingly.

Information from several sensor and information systems can be easily accessible when common standards and product specifications are developed and harmonized. Information from ship reporting/single window environment systems will contribute with crucial up-to-date information of necessary quality.

Increased connectivity, through sharing of harmonized digital information regarding MAS operations will reduce human factor errors, such as language barriers or outdated information in publications, enhancing efficiency and access to information in a fast and easy-to-use manner.

In some of these situations, the ship's assistance may require the designation of a place of refuge in order to limit the navigational impacts, protect the environment or facilitate repairing the ship. In that case, an assessment of risks related to the identified event should take into account:

- .1 environmental and social factors, such as:
 - .1 safety of those on board;
 - .2 threat to public safety;
 - .3 pollution caused by the ship;

- .4 sensitive habitats and species; and
- .5 facilities available; and
- .2 natural conditions, such as:
 - .1 prevailing winds and sea conditions;
 - .2 tides and tidal currents; and
 - .3 bathymetry.

10.7 Information to be provided

Table 10-1: Examples of types of information provision that MAS can cover

Information related to:	Examples
General information	<ul style="list-style-type: none"> • Competent MAS • Roles and responsibilities of authorities and responders (fire-fighting capability) • Responsible SAR coordination centre • Contact information to MRCC/operator • Ongoing operations in an area
MAS information	<ul style="list-style-type: none"> • MAS geographical coordinates, contact information, capacity, etc. • Information on available resources for lightering • Information on available resources for pollution combating and recovery • Information on available resources for towage • Information on available resources for stowage • Information on available resources for salvage • Information on available resources for storage • Contingency planning • Evacuation facilities • Type of operation • What and when • Vessels involved • Communication

10.8 Associated technical services

The *Guidance on minimum communication needs of maritime rescue coordination centres (MRCCs)* (COMSAR/Circ.37) is recommended as a basis. This circular identifies the following communication systems, such as:

- telephone links;
- fax links;
- telex link;
- VHF and MF with DSC;
- ordinary VHF;
- COSPAS-SARSAT and Inmarsat-E satellite alert systems;

- special networks – examine the possibility of linking with existing networks (Administration, armed forces telephone networks), in particular the aeronautical fixed telecommunication network (AFTN), which provides a link with the aeronautical rescue organization; and
- Inmarsat-C ship earth station or other satellite service providers.

S-123 (Marine radio service) data products contain contact details for MRCCs.

To be further developed

10.9 Relation to other Maritime Services

Maritime Service	Examples of information related to MS 10
MS 1 – VTS Information service (INS)	Local sensor information such as CCTV, Radar, AIS. Regulations, other traffic
MS 2 – VTS Navigational assistance service (NAS)	Exchange of routes, directions, navigation advices and assistance
MS 3 – Traffic organization service (TOS)	Information regarding regulations and other traffic
MS 4 – Port support service (PSS)	Port availability and anchorage are in the port, services related to the MAS situation
MS 5 – Maritime safety information (MSI) service	All information depending on the structure of MSI
MS 6 – Pilotage service	Contact information for pilotage, pilot assistance, pilot request
MS 7 – Tug service	Tug capacity, contact information, tug order and updates
MS 8 – Vessel shore reporting	Information about the reporting formalities, local regulations, contact information, notification about dangerous cargo, number of persons on board, arrival and departure information etc.
MS 9 – Telemedical assistance service (TMAS)	Contact information
MS 11 – Nautical chart service	Local area updates, chart updates, Notice to mariners
MS 12 – Nautical publications service	Tidal tables, notice to mariners, list of lights, information updates to publications. Contact information.
MS 13 – Ice navigation service	Ice routes, ice conditions, ice-breaking assistance
MS 14 – Meteorological information service	Weather information, visibility, wave information.
MS 15 – Real-time hydrographic and environmental information services	Horizontal and vertical tidal information in an area, real-time current, real-time wave form sensors in an area
MS 16 – Search and rescue (SAR) service	Search and rescue contact information, SAR capacity. SAR areas of operations.

ANNEX 7

IMO DIGITALIZATION PROJECT PROPOSALS

Project background

IMO is responsible for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships. Over the years, this has materialized itself in carriage requirements for new equipment as well as mandatory information exchanges. Some examples of the resulting advanced electronic equipment as well as reporting obligations are shown to the right. The examples to the right also coincide in time with the third industrial revolution, i.e. computerization and digital communication. Today, we are into the fourth industrial revolution ("Industry 4.0"), which is characterized by cyber-physical systems, advanced automation, robotics, virtual reality etc. In this context it is interesting to note that developments in the maritime sector have followed the corresponding industrial revolutions closely, including the first (mechanized power) and the second (mass production, i.e. the diesel engine on ships). Thus, the current wave of maritime digitalization and automation is often called "Maritime 4.0".



1969: ARPA
Anticollision
radar



1981: SatCom
INMARSAT -
MARECS



1982: EPIRB
COSPAS - SARSAT



1995: IMO GPS
Performance
requirements

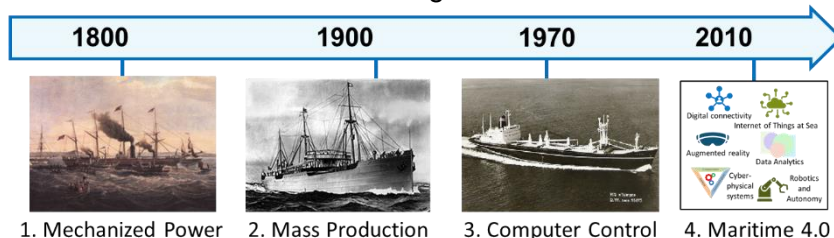


2000: AIS into
SOLAS
regulation V19



2004: ISPS code
into force

The IMO Facilitation (FAL) Committee deals with matters related to the facilitation of international maritime traffic and aims to ensure that the right balance is struck between regulation and the facilitation of international maritime trade. Since around year 2000 much effort has been focused onto digitalization of the maritime sector, mainly in electronic port

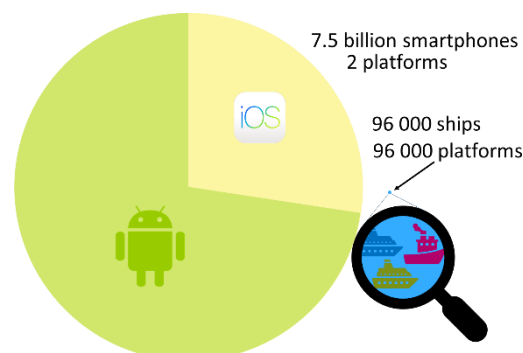


clearance and electronic ship certificates. In 2020 this work took a prominent step forward with the signing of the agreement between IMO, WCO, UNECE and ISO on the development of a common

IMO Reference Data Model. This was an important step in overcoming what is a major hindrance for further digitalization in the maritime sector: a lack of harmonization between regional and sectoral specifications and standards. This is a serious problem given the relatively small size of the maritime sector, consisting of around 100 000 ships and 8 000 ports. Compared to around 7.5 billion mobile phones, it should be clear that the maritime sector must increase cooperation on the development of international digital standards.

Project objectives and activities

There is no doubt that digitalization and automation will play a decisive role in further improving safety, security and the environmental friendliness of maritime transport. However, maritime digitalization is hampered by lack of internationally accepted standards as well as a very complex business environment where each party often has its individual internal digital specifications and standards.



The proposed project portfolio consists of several specific capacity-building projects supported by "horizontal" and more widely scoped infrastructure projects that have the following objectives:

- 1. Accelerate internationally harmonized digitalization of the maritime sector by developing a maritime ICT reference architecture (MIRA) and central standards.**
- 2. Strengthen the international dimension of maritime digitalization by targeted capacity-building in several specific use case projects.**
- 3. Strengthen acceptance of new digital solutions in the work force and between genders by developing new familiarization and training recommendations.**

The general structure of the proposed project portfolio is shown in the below figure. The proposal contains three specific capacity-building projects (blue) on maritime single windows, port call planning and electronic certificates. More project proposals can be developed as needed. Four horizontal activities are suggested (orange). This includes an overall gap analysis for maritime digitalization, as little is currently known of the international status. It is also suggested to implement one project on general ICT infrastructure requirements (MIRA) and one on developing a common safety and security infrastructure solution for the maritime sector. In addition, to reach the overall objectives, one will also need to have a project to coordinate horizontal and use case projects and ensure general uptake of results.

Use case projects, capacity building	U1: MSW Automation	U2: Port call planning	U3: Electronic certificates	U#: Additional cases
Common projects, global maritime ICT standardization support	H1: Project coordination			
	H2: Gap analysis			
	H3: MIRA developments			
	H4: Safety and security infrastructure			

Thus, the idea behind this proposal is to combine traditional capacity-building projects with horizontal activities to maximize the effects of the projects, both for the participants in the capacity-building projects as well as for the maritime community at large. The coordination of the capacity-building projects will also ensure that they will be able to utilize all the results from the projects as well as getting up-to-date and quality-controlled requirements as to what direction they should take in use of digital standards. The capacity-building projects will also supply valuable feedback to the wider standardization effort.

Please contact the IMO Secretariat at falsec@imo.org for more information.

ANNEX 8

BIENNIAL STATUS REPORT OF THE 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		
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		
2. Integrate new and advancing technologies in the regulatory framework	2.7	Regulatory scoping exercise for the use of maritime autonomous surface ships (MASS)	2022	FAL			Complete		FAL 46/24, paragraph 14.8

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
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		FAL 43/20, paragraph 7.21; MSC 101/24, paragraphs 11.10 and 11.11; NCSR 8/14/1; resolution MSC.467(101); MSC.1/Circ.1610; MSC 104/18, para. 15.19; FAL 46/23, section 8
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		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		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	2023	FAL			In progress		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		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
5. Enhance global facilitation and security of international trade	5.10	Review and update the annex of the FAL Convention	2023	FAL			In progress		FAL 42/17, paragraph 14.1; FAL 46/24, paragraph 3.7

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
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	2023	FAL / LEG / MSC			Extended		FAL 41/17, paragraph 7.15; MSC 98/23, paragraph 16.14; FAL 43/20, paragraph 10.7; MSC 101/24, paragraph 19.8; MSC 104/18, para. 9.5
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	2023	FAL			Completed		FAL 44/21/1, paragraph 18.4; FAL 46/24, paragraph 15.7
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		FAL 44/21/1, paragraph 18.7

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
5. Enhance global facilitation and security of international trade	5.16	Introduction of the API/PNR concept in maritime transport	2023	FAL			In progress		
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		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		
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		
8. Ensure organizational effectiveness	8.9	Revised documents on organization and method of work, as appropriate	2023	Council	MSC / MEPC / FAL / LEG / TCC		Completed		
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		

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 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		C 120/D, paragraphs 17(a).1-17(a).5
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		C 120/D, paragraphs 17(a).1-17(a).5

ANNEX 9

POST-BIENNIAL AGENDA OF THE 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
165	2018-2019	5	Review and update the Explanatory Manual to the FAL Convention	FAL			2	FAL 43/20, paragraph 5.7

ANNEX 10

LIST OF SUBSTANTIVE ITEMS FOR INCLUSION IN THE PROVISIONAL AGENDA FOR THE FORTY-SEVENTH SESSION OF THE COMMITTEE¹

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 annex to the FAL Convention

Review and update 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

Consideration of descriptions of Maritime Services in the context of e-navigation

Development of guidelines for harmonized communication and electronic exchange of operational data for port calls

Development of guidelines on Port Community Systems²

Unsafe mixed migration by sea

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

Measures to address maritime autonomous surface ships (MASS) in the instruments under the purview of the Facilitation Committee²

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

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 2024

Any other business

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

¹ The list of agenda items would be reviewed at a later stage, depending on the documents received and time available.

² Subject to endorsement by the Council.

ANNEX 11

**LIST OF INSTRUMENTS UNDER THE REMIT OF THE FACILITATION COMMITTEE
FOR WHICH CONSOLIDATED VERSIONS WOULD BE MOST BENEFICIAL***

	INSTRUMENT	JUSTIFICATION	BODY	OTHER REMARKS
1	Convention on Facilitation of International Maritime Traffic, 1965, as amended (FAL Convention)	FAL Convention was adopted on 9 April 1965 and has been amended 14 times (one amendment to the Convention and 13 to the annex). Ten amendments to the annex were adopted by means of FAL resolutions.	FAL	<p>The last amendment to the FAL Convention was adopted by FAL 40 in 2016 (resolution FAL.12(40)). This amendment is a consolidated version of the annex to the Convention. Therefore, there is no need to consolidate the FAL Convention. NV.017 contains the correction of errors for resolution FAL.12(40), to include the form of stowaway details referred to in Recommended Practice 4.6.2 as appendix 2, as agreed by FAL 42 (FAL 42/17, paragraph 3.7.3).</p> <p>The text is available in the latest 2017 consolidated edition issued by IMO's Publication Services.</p> <p>The new amendment to the FAL Convention, approved by FAL 45 and circulated by Circular Letter No.4434, is expected to be adopted by FAL 46. This new amendment is a consolidated version of the annex to the Convention</p>

* The text of the resolutions on adoption of, and amendments to, the listed instruments can be found on IMODOCS under the tab "Treaties".

ANNEX 12

STATEMENTS BY DELEGATIONS*

AGENDA ITEM 2

Statement by the delegation of Australia

"Thank you Chair,

Australia aligns itself with the intervention of those that have spoken and condemns in the strongest possible terms Russia's unprovoked, unjustified and unlawful invasion of Ukraine. It is a gross violation of international law, including the Charter of the United Nations. The Russian Federation's actions present an immediate and ongoing threat to the safety of seafarer and shipping in the Black Sea and the Sea of Azov. Australia deplores any form of harassment of seafarers and calls on the Russian Federation to desist these actions immediately.

This delegation thanks Ukraine for the update provided and aligns itself with the points raised in their intervention and supports representing all of these important points in the report of this Committee.

Thank you"

Statement by the delegation of Canada

"Thank you Chair.

Canada condemns in the strongest possible terms Russia's egregious attack on Ukraine. This invasion is not just an attack on Ukraine. It is an attack on international law, democracy, freedom, and human rights.

The invasion severely threatens the safety of and security of merchant shipping, the protection of the marine environment, the lives of seafarers and the integrity of global supply lines.

It is also a fundamental breach of the object and purpose of the FAL Convention which is to facilitate international maritime traffic, and to avoid unnecessary delays to ships and to persons and property on board.

At its 35th Extraordinary session the Council condemned the actions of the Russian Federation and deplored their impact on the safety and security of merchant shipping and on the wellbeing of seafarers.

The Council instructed each of the IMO's committees to find ways to support affected seafarers and commercial vessels and to consider the implications of the Russian Federation's invasion of Ukraine on the implementation of the Organization's instruments.

* Statements have been included in this annex in the order in which they are listed in the report, sorted by agenda items, and in the language of submission (including translation into any other language if such translation was provided).

In order to implement this direction from the Council, Canada fully supports the declaration of Ukraine and aligns itself with France and other states and requests that our Committee make a clear statement that the Russian Federation's invasion of Ukraine and interference with navigation in the Black Sea, Kerch Strait and Sea of Azov is incompatible with its fundamental obligations under the FAL Convention and cannot be tolerated.

I ask that my statement be attached to the record of decision."

Statement by the delegation of France

"Madame la Présidente,

D'emblée, au nom des États membres de l'Union européenne qui sont tous membres de l'OMI, la France souhaite exprimer sa pleine solidarité avec l'Ukraine et le peuple ukrainien, dont la vie a été affectée par la guerre d'agression de la Russie contre l'Ukraine, que nous condamnons avec la plus grande fermeté. L'Union européenne est aux côtés de l'Ukraine et de son peuple. L'agression militaire non provoquée et injustifiée de la Russie contre l'Ukraine constitue une violation flagrante du droit international et de la Charte des Nations unies. Elle porte atteinte à la sécurité et à la stabilité européennes et mondiales et cause des pertes massives en vies humaines et des blessures aux civils.

Nous exigeons de la Fédération de Russie qu'elle cesse immédiatement ses actions militaires, qu'elle retire sans condition toutes ses forces et équipements militaires de l'ensemble du territoire ukrainien, qu'elle respecte pleinement l'intégrité territoriale, la souveraineté et l'indépendance de l'Ukraine à l'intérieur de ses frontières internationalement reconnues. Nous exigeons également que la Fédération de Russie se conforme à la résolution 68/262 de l'Assemblée générale des Nations Unies sur "l'intégrité territoriale de l'Ukraine" et aux résolutions de l'Assemblée générale des Nations Unies adoptées le 2 mars et le 24 mars respectivement, sur "l'agression contre l'Ukraine" (A/RES/ES-11/1) et sur "les conséquences humanitaires de l'agression contre l'Ukraine" (A/RES/ES-11/2). Je voudrais rappeler à cet égard que, face à une situation de plus en plus préoccupante, les États membres de l'Union européenne ont récemment décidé d'interdire leurs ports aux navires russes.

Madame la Présidente,

À l'OMI, la 35e session extraordinaire du Conseil a adopté en mars par consensus une déclaration condamnant fermement la violation par la Fédération de Russie de l'intégrité territoriale et de la souveraineté de l'Ukraine, y compris de ses eaux territoriales, qui représente un grave danger pour la vie et un risque sérieux pour la sécurité de la navigation et l'environnement marin. Cette déclaration a souligné les conséquences désastreuses de cette situation sur la sécurité et le bien-être des marins et sur la sécurité du transport maritime international, ainsi que la nécessité de préserver les chaînes d'approvisionnement qui font vivre les autres nations et le peuple ukrainien. En conséquence, les comités de l'OMI ont été invités à examiner les implications de cette invasion pour la mise en œuvre des instruments de l'Organisation, et à prendre les mesures appropriées.

C'est pourquoi la France souhaite que cette question soit étudiée de manière approfondie par la 46^{ème} session du comité de la simplification des formalités en prenant en compte le document FAL 46/23 de l'Ukraine. En effet, l'article 1 de la Convention de 1965 visant à faciliter le trafic maritime international stipule que son objectif principal est l'adoption de toutes les mesures appropriées pour faciliter et accélérer le trafic maritime international et pour éviter les retards inutiles aux navires ainsi qu'aux personnes et aux biens à bord.

La France apporte donc son entier soutien à la demande exprimée par la Délégation de l'Ukraine. Nous souhaitons que notre comité prenne une décision en réaction aux à la suite des interférences avec la navigation dans la mer Noire, la mer d'Azov et le détroit de Kerch, liées à l'invasion de l'Ukraine par la Fédération de Russie, qui sont incompatibles avec ses obligations fondamentales au titre de la convention FAL.

Merci madame la présidente."

(English translation of the statement)

"Chair,

At the outset, on behalf of the Member States of the European Union that are members of the IMO France wishes to express its full solidarity with Ukraine and the Ukrainian people, whose lives have been affected by Russia's war of aggression against Ukraine, which we condemn in the strongest possible terms. The European Union stands by Ukraine and its people. Russia's unprovoked and unjustified military aggression against Ukraine blatantly violates international law and the UN Charter, undermining European and global security and stability and causing massive loss of life and injury to civilians.

We demand that the Russian Federation immediately ceases its military actions, unconditionally withdraws all forces and military equipment from the entire territory of Ukraine, fully respects Ukraine's territorial integrity, sovereignty and independence within its internationally recognised borders. We also demand that the Russian Federation abides by the UNGA resolution 68/262 on "Territorial integrity of Ukraine" and the UN General Assembly resolutions adopted on 2 March and 24 March respectively, on "Aggression against Ukraine" (A/RES/ES-11/1) and on "Humanitarian consequences of the aggression against Ukraine (A/RES/ES-11/2)". I would like to recall in this regard that, faced with an increasingly worrying situation, the European Union member states recently decided to ban Russian ships from their ports.

Chair,

At the IMO, the 35th Special Session of the Council adopted in March by consensus a statement strongly condemning the violation by the Russian Federation of the territorial integrity and sovereignty of Ukraine, including its territorial waters, which represents a serious danger to life and a serious risk to the safety of navigation and the marine environment. The statement underlined the dire consequences of this situation for the safety and welfare of seafarers and the safety of international shipping, as well as the need to preserve the supply chains that sustain other nations and the Ukrainian people. Consequently, the IMO committees have been asked to examine the implications of this invasion for the implementation of the Organisation's instruments, and to take appropriate measures.

This is why France would like this issue to be studied in depth by the 46th session of the Facilitation Committee, taking into account document FAL 46/23 from Ukraine. Indeed, Article 1 of the 1965 Convention on Facilitation of International Maritime Traffic stipulates that its main objective is the adoption of all appropriate measures to facilitate and expedite international maritime traffic, and to avoid unnecessary delays to ships and to persons and property on board,

France therefore fully supports the request made by the Delegation of Ukraine. We wish that our Committee takes a decision in response to the interference with navigation in the Black Sea, the Sea of Azov and the Kerch Strait related to the invasion of Ukraine by the Russian Federation, which is incompatible with its fundamental obligations under the FAL Convention.

Thank you, Chair."

Statement by the delegation of Norway

"Thank you Chair,

Norway joins other members in condemning Russia's attack on Ukraine in the strongest possible terms.

Russia's attack on Ukraine with the assistance of Belarus is an unprovoked and illegal attack on a peaceful neighbour. It is a clear and unacceptable violation of international law. It is a flagrant breach of the most fundamental rules of international relations and respect for the sovereignty and territorial integrity of UN member states. The military attack against Ukraine – an independent and sovereign state – is a Clear violation of international law and the UN Charter

We also condemn Belarus's assisting role in this war of aggression.

The actions of Russia further threatens the safety and security of the commercial shipping, the lives of seafarers and the protection of the marine environment in the Black Sea and the Sea of Azov. Ensuring the safety and welfare of seafarers is crucial. The IMO should continue to encourage all member states and relevant international organisations, such as the ILO, to strengthen their efforts to ensure the safety and welfare of seafarers, and that their rights under the relevant international conventions are upheld.

Our support for the independence, sovereignty and territorial integrity of Ukraine within its internationally recognised borders remains unwavering.

Our thoughts are with the Ukraine people."

Statement by the delegation of Russian Federation

"Российская Федерация, прежде всего, хотела бы поблагодарить Генерального Секретаря и его специального советника за предоставление обновленной информации от Секретариата ИМО касательно текущей ситуации с эвакуацией торговых судов и их экипажей из Азовского моря и украинских портов Чёрного моря. Со своей стороны подтверждаем, что наша делегация находится в постоянном контакте по этому вопросу как с Генеральным Секретарем ИМО, так и со специальным советником и предоставляет Секретариату свежие данные, основанные на имеющихся фактах.

Еще раз повторяем и подтверждаем тот факт, что Российская Федерация, в соответствии с решениями 35-й внеочередной сессии Совета, создала гуманитарный безопасный коридор в Чёрном море протяженностью 80 морских миль в юго-западном направлении для выхода иностранных судов из украинских портов в открытое море. К сожалению, как было также отмечено Генсеком и специальным советником, в настоящее время использование этого гуманитарного коридора не представляется возможным из-за действий украинской стороны, которая оказалась неспособной обеспечить безопасный выход торговых судов из своих черноморских портов. Также отмечаем, что эвакуация моряков из порта Мариуполь в Азовском море, после того как Российская Федерация получила доступ к этому порту, проходит в настоящее время и многие моряки были успешно эвакуированы и уже находятся дома.

При этом следует также отметить, что Российская Федерация обеспечила безопасный выход торговых судов для продолжения своих запланированных рейсов из порта Бердянск Азовского моря. Касательно моряков и судов, находящихся в черноморских украинских портах мы призываем украинскую сторону разблокировать эти порты и позволить торговым судам выйти в море или обеспечить безопасную эвакуацию моряков.

В отношении влияния текущей ситуации в данном районе на глобальные цепочки поставок товаров еще раз отмечаем, что это является прямым следствием введения незаконных односторонних ограничительных мер против Российской Федерации.

Наша делегация еще раз заверяет всех присутствующих, что будет продолжать отслеживать ситуацию с эвакуацией моряков и выводом торговых судов из данного района и своевременно информировать Секретариат ИМО о ее развитии. "

(English translation of the statement)

"The Russian Federation, first of all, would like to thank the IMO Secretary-General and his Special Adviser for providing an update from the IMO Secretariat regarding the current situation with the evacuation of merchant ships and their crews from the Sea of Azov and Ukrainian ports in the Black Sea. For our part, we confirm that our delegation is in constant contact on this issue with both the IMO Secretary-General and the Special Adviser and provides the Secretariat with up-to-date data based on the available facts.

We reiterate and reaffirm the fact that the Russian Federation, in accordance with the decisions of the 35th Extraordinary Session of the Council, has created a humanitarian safe corridor in the Black Sea with a length of 80 nautical miles in a south-westerly direction for the exit of foreign ships from the Ukrainian ports to the open sea. Unfortunately, as was also noted by the Secretary-General and the Special Advisor, at present the use of this humanitarian corridor is not possible due to the actions of the Ukrainian side, which was unable to ensure the safe exit of merchant ships from their Black Sea ports. We also note that the evacuation of seafarers from the port of Mariupol in the Sea of Azov, after the Russian Federation gained access to this port, is currently underway and many of them have been successfully evacuated and are already at home.

At the same time, it should also be noted that the Russian Federation ensured the safe exit of merchant ships to continue their scheduled voyages from the port of Berdyansk in the Sea of Azov. Regarding seafarers and ships in the Black Sea Ukrainian ports, we call on the Ukrainian side to unblock these ports and allow merchant ships to go to sea or ensure the safe evacuation of seafarers.

With regard to the impact of the current situation in the region on the global supply chains of goods, we have to note once again that this is a direct consequence of the introduction of illegal unilateral restrictive measures against the Russian Federation.

Our delegation once again assures all those present that it will continue to monitor the situation with the evacuation of seafarers and merchant ships from the area and promptly inform the IMO Secretariat about its development."

Statement by the delegation of Ukraine

"Madam Chair,

Before we proceed with the discussion of the remaining agenda items, this delegation would like to make a statement with regard to recent Russia's interference with the safety and security of navigation in the maritime areas under Ukraine's jurisdiction.

Just yesterday Russian occupation troops invaded the territory of the Berdiansk Nyzhnii Lighthouse facility (located in Zaporizhzhia Oblast, Ukraine) and committed the forced switch-off of the equipment of the Ukrainian Berdiansk NAVTEX Coastal Station, which was tasked to broadcast the Maritime Safety Information (MSI) with the service area – the Sea of Azov and the Kerch Strait. According to the reports, Russians are attempting to perform illegal manipulations with the seized equipment of the mentioned Station that violates all and any norms and regulations of the international guiding documents concerning the MSI promulgation and poses threats to the navigational safety in the Sea of Azov.

Ukraine strongly protests against the illegal actions committed by the Russian occupation authorities, including the intrusion into functioning of the Ukrainian Berdiansk NAVTEX Coastal Station, and urges the IMO to take all appropriate measures. The State Hydrographic Service of Ukraine has already issued a broadcast by the Odesa NAVTEX Station Coastal Warning 115/22 to properly inform the seafarers, as well as made the NAVAREA III Regional Coordinator and the Chair of the IMO NAVTEX Coordinating Panel cognizant of the aforementioned incident.

This delegation wishes to underline that as the Ukrainian Berdiansk NAVTEX Coastal Station is currently out of control of the State Hydrographic Service of Ukraine, communication to the Station has been disconnected. Until the restoration of control over this Coastal Station to the full scale, the Ukrainian Side does deny its responsibility for all and any possible consequences for the illegal usage of the seized equipment by the Russian occupation forces.

I thank you, Madam Chair, and kindly request to append this statement to the report of the Committee."

Statement by the delegation of United Kingdom

"Thank you, Chair,

The United Kingdom, along with our international partners, stand united in condemning the Russian government. Russia's assault on Ukraine is an unprovoked, premeditated attack against a sovereign democratic state which constitutes a flagrant violation of international law and the international rules-based order. The UK remains fully committed to upholding the sovereignty and territorial integrity of Ukraine within its internationally recognised borders.

As a Permanent Member of the UN Security Council, Russia has a particular responsibility to uphold international peace and security. Instead, it is violating the borders of another country and its actions are causing widespread suffering.

The Russian Government has shown that it was never serious about engaging in diplomacy – it has deliberately worked to mislead the world, in order to mask its carefully planned aggression.

The UK condemns these actions and we call for the Russian Government to cease its military actions in Ukraine and immediately de-escalate the situation.

As has already been stated by France, the Council has asked all Committees to examine the implications of this invasion and the UK fully agrees that this Committee should look at this issue in depth. To that end we fully support the request made by Ukraine to include text, in line with their statement, in the report of this Committee.

The UK continues to stand with the people of Ukraine, we will work with them – for however long it takes – to ensure that the sovereignty and independence of Ukraine is restored.

Thank you, Chair."

Statement by the delegation of United States

"The United States recalls the decisions of the IMO Council's thirty-fifth extraordinary session, strongly condemning the Russian Federation's violation of the territorial integrity and the sovereignty of Ukraine, extending to its territorial waters, which is in contravention of the Charter of the United Nations and the purposes of the IMO as set forth in Article 1 of the Convention. We also recall the resolution adopted by the Maritime Safety Committee on April 28 calling on the Russian Federation to immediately and unconditionally cease its aggression against Ukraine and withdraw its troops from the region, including Ukraine's territorial waters. This resolution urges member states to raise concerns at the United Nations General Assembly and other United Nations Specialized Agencies regarding the collateral impact of the Russian Federation aggression against Ukraine on seafarers, port workers, safety and security of navigation, global supply chains and food security, and requests those bodies to seek a solution to alleviate these critical concerns, aiming to contribute to a peaceful solution.

The United States condemns Russia's war of choice against Ukraine and the horrific consequences for civilians in Ukraine of the Russian military's brutal invasion. Russia continues shelling Ukraine's cities, striking hospitals, demolishing schools, leveling civilian infrastructure, and killing hundreds of civilians. Russia's continued war has also severely disrupted agricultural production in and shipments from Ukraine, which has destabilized global food supply chains and pushed up food prices, threatening global food security. The United States deplores these attacks and condemns in the strongest possible terms the killing of Ukrainian civilians in areas held by Russian forces. We deplore as well reports of unprovoked attacks of the Russian Federation aimed at commercial vessels, threatening the safety and welfare of seafarers and the marine environment. We also condemn the suspension of innocent passage in territorial sea areas in the Black Sea.

We again strongly condemn Russia's unlawful efforts to impede access to the Kerch Strait and Sea of Azov and demand that Russia respect Ukraine's sovereignty and territorial integrity within its internationally recognized borders, extending to its territorial waters. We call on Russia to immediately withdraw its forces from Ukraine and respect its obligations under international law, including relevant treaties and conventions. We remain committed to the sovereignty and territorial integrity of Ukraine within its internationally recognized borders, extending to its territorial waters.

Chair, the United States supports Ukraine's proposal to ensure the Committee's report reflect the Committee's consideration of the papers submitted and the statements made by delegations. I would be grateful if this statement would be included in the Committee's report.

Thank you."