

Ports of Norway Conference 2019

Update on IMO FAL developments

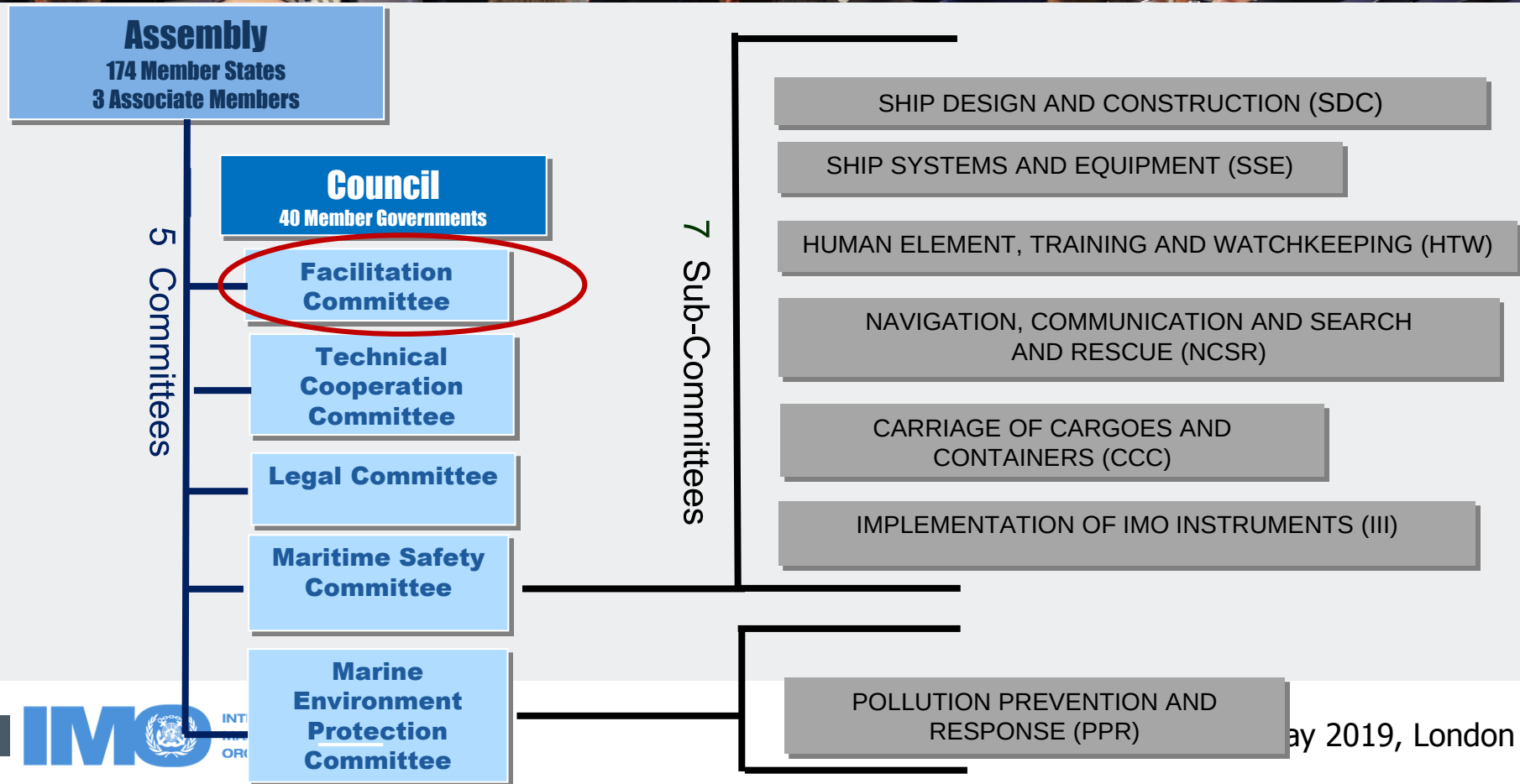


Contents

Ports of Norway Conference

-  Introduction to IMO work on Facilitation
-  Electronic Data Exchange mandatory as from April 2019
-  IMO Compendium on Facilitation and Electronic business and revised IMO Guidelines for MSW
-  Other FAL-related developments
-  Involving ports in IMO

IMO MEETINGS



FAL Convention

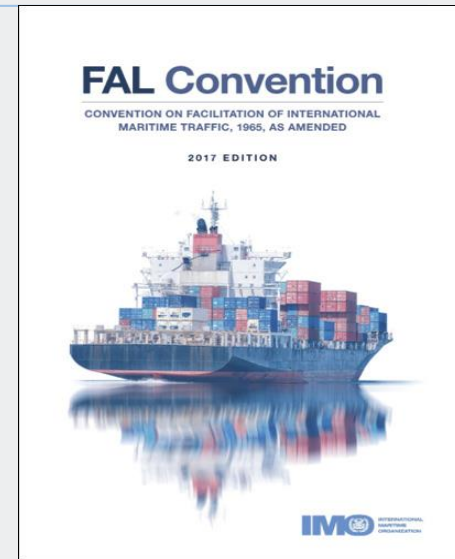
What is FAL Convention?

- ✓ FAL: Convention on Facilitation of International Maritime Traffic
- ✓ Aim: "To facilitate maritime transport by simplifying and minimizing the formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages."



FAL Convention

- ✓ Adopted: **1965**, Entered into force: **1967**
- ✓ Number of Contracting Governments: **123**
(Burundi and Mali are CGs, but not IMO MS)
- ✓ Number of Associate Members: **3**
- ✓ World tonnage: **94.93 % of the world's fleet**
- ✓ **53** IMO member States are **not yet** part of FAL
- ✓ **Scope of application: Do not apply** to warships or pleasure yachts. It applies to all ships engaged in international voyages .
- ✓ **Structure:** 16 articles and an Annex of 7 chapters



What is FAL Convention?

GISIS Module

 **INTERNATIONAL
MARITIME
ORGANIZATION**

GISIS: Facilitation of International Maritime Traffic

🏠 Secretariat Area > Facilitation of International Maritime Traffic > Notifications pursuant to article VIII of the FAL Convention

Stowaways | E-Addresses | **Notifications** | Reports | National Authorities 

Notifications pursuant to article VIII of the FAL Convention

Details of Notification

Contracting Government:	Barbados
Convention paragraph:	2.1
Notification text:	The documents specified in the Standard are insufficient and should be extended to include: (a) a Derrating Certificate/Derrating Exception Certificate as set out in appendix 1 of the International Health Regulations, 1969; (b) an Unmanifested Cargo List; (c) an Animals on Board Certificate; and (d) a Last Port of Call Certificate of Clearance.

IMO Circulars (if applicable)

FAL Circular:	FAL.3/Circ.
FAL Circular date:	

✓ Parties comply with notification requirement through GISIS

GISIS: Global Integrated Shipping Information System

What is FAL Convention?

FAL: Unique Convention



- ✓ Simplifies formalities, procedures
- ✓ Provisions are compulsory and recommendatory (balanced approach)
- ✓ Provides flexibility to the Contracting Gov`ts for compliance.
- ✓ Standards and Recommendation Procedures provide unified international implementation.
- ✓ Standardized documentation by FAL Forms
- ✓ Includes provisions related to ships, crews, passengers, baggage and cargo.
- ✓ Governed by **the FAL Committee**, convenes once in a year.

Contents of the FAL Convention

✓ **Articles:** Scope of the Convention, General provisions
Amendment procedures, Notifications, Entry into force

✓ **Annex:** Implementation Procedures

1. Definitions and general provisions;
2. Arrival, stay and departure of the ship;
3. Arrival and departure of persons;
4. Stowaways;
5. Arrival, stay and departure of cargo and other articles;
6. Public health and quarantine, including sanitary measures for animals and plants;
7. Miscellaneous provisions.

Appendix 1 - IMO FAL Forms

Appendix 2 - Form of stowaway details referred to in RP 4.6.2



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Electronic Data Exchange mandatory for ports

- ✓ The biggest challenge for ports with the new amendments is the obligation to establish systems for the electronic exchange of information by **8 April 2019**
- ✓ Transition period of not less than **12 months**
- ✓ Both paper and electronic forms during transition period.
- ✓ Maritime Single Window (MSW) is recommended
- ✓ **Paper forms accepted till expiry of transitional period.**

Revised IMO Compendium on Facilitation and Electronic Business

Purpose:

- ✓ The IMO Compendium is a tool for creating and harmonising systems needed to support transmission, receipt and response of information required for the arrival, stay and departure of the ship, persons, and cargo, VIA ELECTRONIC DATA EXCHANGE
- ✓ Now only contains a fraction of the information normally exchanged between ship and shore
- ✓ Promotes standardized e-data for facilitation of maritime trade together with owners of int'l standards WCO, UN/CEFACT, ISO, etc...
- ✓ Minimise burden on shippers, crews, agents, port authorities and other stakeholders
- ✓ Who uses the IMO Compendium?: software developers

Revised IMO Compendium on Facilitation and Electronic Business

First issued in 2001. Requires continuous work of review

New structure (Approved in FAL 43- April 2019):

- ☐ **Section 1** – Purpose and use
- ☐ **Section 2** – The IMO Data Set (Data elements definition)
- ☐ **Section 3** – the IMO Reference Data Model (Underlying data structure for electronic data exchange)
- ☐ **Section 4** – Implementation Business Rules
- ☐ **Annexes**
 - ✓ Annex 1: WCO Data mapping
 - ✓ Annex 2: UNECE Data mapping
 - ✓ Annex 3: Data mapping

Revised IMO Compendium on Facilitation and Electronic Business

Progress on the revision of the Compendium (FAL 43, April 2019)

- ✓ Review of data elements of FAL Convention finalised in FAL 43
- ✓ Proposal to move responsibility of technical maintenance to IMO to reflect that expertise needed in further work is in logistics and shipping
- ✓ IMO to provide electronic access to the IMO compendium with links to standards
- ✓ Launching of phase 2 regarding inclusion of data elements not related to the FAL convention
 - An IMO Expert Group on Data Harmonisation established, and will meet twice a year.

Revised IMO Compendium on Facilitation and Electronic Business

Opportunity for improved port efficiency: Additional data to be included in IMO compendium

- ✓ Port logistic operational data and real time updates: e.g. Allowing Just-In-Time approach
- ✓ IMO environmental information (e.g. info on bunker, ballast water and emissions)
- ✓ Ship certificates (FAL 2/Circ. 131)
- ✓ Health information (e.g. WHO health declaration)
- ✓ E-navigation
- ✓

Revised guidelines for setting up a MSW system

Purpose:

✓ Approved in FAL 43 (April 2019)

- ✓ Assisting IMO Member States in setting up a MSW
- ✓ Guidelines cover the entire life cycle of the setting up of a MSW
- ✓ Increase competitiveness of IMO Member States
- ✓ No preference on standards!

Contents:

- ✓ Definitions and an roles among the parties, user groups
- ✓ MSW guidelines (Scope, Data Elements, Harmonization, Legislation)
- ✓ UN/CEFACT Recommendation No 33 and 35 (Establishment of and Legal aspects)
- ✓ Case studies, best practices

Single Window Project



Maritime Single Window for Ship Clearance

* 1965 FAL Convention

Summary implementation of the project

- Project funded by the Norwegian Ministry of Trade, Industries and, with technical expertise provided by the Norwegian Coastal Administration, and based upon the Single Window of Norway, SafeSeaNet (SSNN).
- Project launched in October 2017
- Project team in Norway started the software development in February 2018
- Three missions have been made to Antigua (October 2017, June 2018 and February 2019).
- The project has been implemented in 19 months, with 11 months of development, 6 months of testing and 4 months of transition since October 2018.
- The MSW source code developed during the project will be released under the Open Source MIT License and made available on the web-based hosting service GitHub.

OTHER FAL DEVELOPMENTS

Revision of the FAL Convention (completion 2021)

- A correspondence group is established to progress on the review of the FAL Convention, under the coordination of France

Integrate new and advancing technologies in the regulatory framework

- Regulatory scoping exercise on MASS- Looking at existing regulations which have an impact on or limit the introduction of MASS.

Support other IMO bodies in electronic data exchange

- FAL Committee can provide advice and assistance in preparing the electronic reporting and information exchange requirements for their current and future mandatory instruments

Guidance to address Maritime corruption (completion 2021)

- IMO guidelines or code of practice. Reduce impact on trade and on seafarers.

INPUT FROM THE PORTS IS NEEDED

INVOLVING PORTS IN IMO

New IMO strategy to enhance communication, cooperation and collaboration between IMO, shipping and ports

- ✓ Increase **participation and involvement of port industry** in FAL and other areas of IMO work;
- ✓ Increase **communication between IMO and the port industry**, sharing expertise, interests and concerns;
- ✓ In which areas can **IMO support ports**?

Questions?

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