

IMO FACILITATION COMMITTEE (FAL 46), 9 – 13 MAY 2022

The forty-sixth session of the Facilitation Committee, held remotely from 9 to 13 May 2022, was chaired by Mrs Marina Angsell (Sweden), assisted by a new Vice-Chair for 2022, Mr Mohamed ALKaabi (United Arab Emirates). The session was attended by Member States and Associate Members; representatives from specialised agencies; observers from intergovernmental organisations with agreements of cooperation; and, observers from non-governmental organisations in consultative status. Three Working Groups (WGs) and one Drafting Group (DG) were formed and chaired as follows:

WG1 Electronic Business, Mr M Renz (Sweden).

WG2 Facilitation Instruments, Mr J Foret (France).

WG3 Other Facilitation Instruments, Mr W Chiemankulkit (Thailand).

DG1 Amendments to FAL Convention, Mr J Foret (France).

ADOPTION OF THE AGENDA.

Having adopted the agenda, and in order to catch-up with the back-log of items that has accumulated over the last two sessions, the Committee approved the Chair's proposals concerning a number of agenda items for consideration by correspondence as follows:

- Unsafe mixed migration by sea;
- Consideration and analysis of reports and information on persons rescued at sea and stowaways;
- Technical cooperation activities related to facilitation of maritime traffic;
- Relations with other organisations; and,
- Application of the Committee's procedures on organisation and method of work.

DECISIONS OF OTHER IMO BODIES.

Ongoing military conflict between the Russian Federation and Ukraine and its effect on international shipping and seafarers. The Committee, in considering the outcome of Council meeting C/ES.35 (FAL 46/2/2), noted that the Council, having considered the impacts of the ongoing conflict, had:

- Requested IMO Committees to consider ways to enhance the efforts to support affected seafarers and commercial vessels and consider the implications of this situation for the implementation of IMO instruments, reporting back to Council;
- Agreed to encourage establishment of a blue maritime corridor to permit safe evacuation of seafarers and ships from the high risk area; and,
- Invited the IMO S-G to collaborate with relevant parties and take the necessary actions in establishing such a corridor.

Despite the S-G writing to the Ministers of Foreign Affairs of both warring parties, there remain many safety and security issues hampering access to the corridor and the ability for ships to depart their berth in Ukrainian ports.

Outcome of LEG 109. The Committee noted that LEG 109 had:

- Included a new sub-item in its agenda on the “impact on shipping and seafarers of the situation in the Black Sea and the Sea of Azov”; and,
- Approved *Guidance on the impact of the situation in the Black sea and the Sea of Azov on insurance or other financial security certificates*, providing guidance on the implementation of IMO’s liability and compensation conventions, in particular on insurance certificates issued pursuant to them.

Outcome of MSC 105. The Committee noted that MSC 105 had urged the IMO S-G and the Secretariat to continue their efforts regarding safe maritime corridors and evacuation of seafarers from the affected area as a priority. In addition, invited the Council to:

- Consider document MSC 105/18/3 analysing reports on States’ armed interference in maritime shipping, including ships, ports and shipping security systems, and the development of guidance relating to the prevention of such interference;
- Consider the need for including any procedural matters in the conduct of audits under IMSAS; and,
- Adopt resolution MSC.495(105) on *Actions to facilitate the urgent evacuation of seafarers from the war zone area in and around the Black Sea and the Sea of Azov as a result of the Russian Federation aggression against Ukraine.*

In the ensuing discussion, the great majority of those who spoke, did so against the unwarranted actions of the Russian Federation (RF) and on the basis of such support, the Committee took the following actions:

- Noted the recent decision of the thirty-fifth extraordinary session of the Council adopting the resolution MSC.495(105) strongly condemning the RF’s invasion of Ukraine, expressing grave concern regarding the impact on global shipping, safety and security of navigation in the Black sea and the Sea of Azov and the maritime community;
- Recalled article I of the 1965 Convention on Facilitation of International Maritime Traffic (FAL Convention), which stipulates that its main goal is the adoption of all appropriate measures to facilitate and expedite international maritime traffic and to prevent unnecessary delays to ships and to persons and property on board;
- Expressed concern about the consequences of the RF’s attempted annexation of Crimea in 2014 for the implementation of the FAL Convention in the maritime areas of the Black Sea, the Sea of Azov and the Kerch Strait;
- Noted with concern information that since 2018, the RF had engaged in a campaign to interfere with navigation in the Black Sea, the Sea of Azov and the Kerch Strait, which is inconsistent with its fundamental obligations under the FAL Convention, by constructing the Kerch Strait bridge that impedes the navigation of certain types of cargo ships. Also, their conduct of discriminatory inspections of cargo ships bound

to Ukraine seaports in the Sea of Azov or returning from these ports, results in significant delays and attendant economic losses; and,

- Urged the RF to refrain from harassing commercial ships, as well as seafarers.

The RF delegation specifically requested that his views be reflected in the report as follows:

- The conclusions of the Committee on this issue are purely political and outside of its mandate, also mentioning of government ships, which include naval ships, in this context is beyond the remit of not only FAL, but also the IMO mandate;
- The statements referring to the inconsistencies with the FAL Convention are empty-worded and not based in real facts. The RF has been fully implementing the FAL Convention and other IMO instruments both before and after 2014. The construction of a bridge cited as a breach of the FAL Convention creates a very dangerous precedent, as it might easily be applied to all other bridges and such notions should be considered in their full context. The Crimean Peninsula was under full blockade by Ukraine, including water blockade and the bridge made it possible to provide people of the region with all necessary products and materials;
- The RF has regularly provided the Committee all relevant current information to this and previous sessions on the issues raised but these appear to have been fully ignored; and,
- The lopsidedness of the Committee's outcomes in tackling this issue is also demonstrated though statements where blame is expressly put only on one Party, while the actions of other Parties involved are equally expressly omitted.

CONSIDERATION AND ADOPTION OF PROPOSED AMENDMENTS TO THE CONVENTION.

During a short discussion, it was recalled that FAL 45 had:

- Agreed not to include any amendments related to the cargo declarations in the set of amendments approved at that session;
- Approved a work plan for developing the relevant amendments regarding the cargo declaration; and,
- Re-established the Correspondence Group (CG) on the Review and Update of the Annex of the FAL Convention to consider the issue of the cargo declaration further.

A Drafting Group (DG) on Amendments of the annex to the FAL Convention was formed and instructed to prepare the final text of the draft amendments, together with the associated draft FAL resolution. Following submission of the DG's report, the Committee approved the final text of the draft amendments and adopted the draft FAL resolution on amendments to the Annex to the Convention on Facilitation of International Maritime Traffic, 1965.

REVIEW AND UPDATE OF THE ANNEX TO THE FAL CONVENTION.

Consideration of the report of the Correspondence Group (CG). Having considered the unresolved issues raised by the CG in its report, the following views were noted:

- A single declaration/manifest for cargo should be established in order to avoid duplication between IMO and WCO, with the EGDH discussing in detail;
- Active involvement of WCO is necessary in order to establish the detailed cargo declaration and obtain a single declaration;
- The matter should be referred to the WG on Facilitation Instruments;
- The issue should not delay the adoption of the current set of amendments to the annex to the FAL Convention and should be discussed under a new output; and
- In regard to the view of some CG members that “the name cargo manifest could create confusion, as it is used by carriers to describe a commercial document”, the carriers do not need a manifest for commercial reasons since the bills of lading are used to that end; it should therefore be named as cargo manifest to meet the Government agencies data collection requirements.

In view of the above, the Committee agreed that the matter should be discussed under a new output and established the WG on Facilitation Instruments based on document FAL 46/4, tasking it to identify lessons learned and outstanding issues related to cargo declaration to be considered.

Declaration of maritime traffic employees as key workers. Document FAL 46/4/1 (Republic of Korea) proposed to include relevant provisions in the FAL Convention concerning the designation of maritime traffic employees as key workers to facilitate maritime traffic and protect human rights of those key workers during pandemic situations. During consideration, a number of views were expressed following which the Committee agreed that:

- The matter should be discussed under a new output; and,
- Based on the RoK’s document, to task the WG on Facilitation Instruments to advise the Committee on how best the recommendations in the document could be considered under a new output.

Inclusion of combatting illicit activities within national maritime transport programmes. The Committee considered the relevant part of document FAL 46/15 (Brazil et al.) proposing a revised text with respect to Recommended Practice 7.11 approved by FAL 45, to include a reference to combating illicit activities when defining the objective of the national maritime transport facilitation programmes. Having agreed to the proposal in principle, the Committee tasked the WG on Facilitation Instruments to prepare a relevant set of amendments based on Brazil’s document, for approval at this session, with a view to adoption at FAL 47.

Consideration of the report of the WG on Facilitation Instruments. The Committee approved the WG’s report in general, and in particular:

- Endorsed the lessons learned and outstanding issues related to the cargo declaration identified by the Group, to be considered under a new output;
- Requested the IMO Secretariat to consult with their WCO counterparts on the way forward regarding the cargo declaration matter;
- Endorsed the Group's recommendation as to the designation of key workers in the maritime domain, to be considered under a new output; and,
- Approved the draft amendments to the Annex to the FAL Convention, with a view to circulation and adoption at FAL 47.

APPLICATION OF SINGLE WINDOW CONCEPT.

New GISIS module on single window application. The Committee recalled that FAL 45 had approved the *Guidelines for setting up a single maritime window (MSW Guidelines)* and the development of a GISIS module to replace annex A of the Guidelines, in order to provide updated information on MSW and other related single windows implemented by Member States and had requested the Secretariat to set up the new module. Having noted that the new GISIS module "Application of the single window concept" is now available for testing, Member States were encouraged to participate and provide information once the model is operational so as to better target IMO technical assistance.

Amendments to the MSW Guidelines. The Committee considered proposed amendments to the MSW Guidelines with the purpose of including guidance on the port call process and the operational and nautical data that may be exchanged through the MSW. The Committee noted the following views:

- The exchange of data is considered key to optimising the port call and for the implementation of just-in-time arrival; and,
- Detailed consideration is needed to identify the precise operational and nautical data to be included in the scope of the MSW, also taking into account that Port Community Systems and MSW have different objectives.

The Committee supported in general the amendments proposed in document FAL 46/5/1, and agreed to review the MSW Guidelines accordingly, including the replacement of the content of annex A with a reference to the new GISIS module.

Report of the WG on Electronic Business. Having considered the relevant part of the WG's report, the Committee approved the *Revised guidelines for setting up a maritime single window*, as amended.

REVIEW AND REVISION OF THE IMO COMPENDIUM ON FACILITATION AND ELECTRONIC BUSINESS, INCLUDING ADDITIONAL E-BUSINESS SOLUTIONS.

Sustainability of the IMO Compendium on Facilitation and Electronic business.

The Committee recalled that FAL 45 had approved FAL.5/Circ.44 on *IMO Compendium on Facilitation and Electronic Business* and a revised priority list of data sets. It had also requested the Secretariat to liaise with the partner organisations of the MoU (UNECE,

WCO and ISO) in order to discuss the issues identified that might have an effect on the current working method and ability to work and deliver the Compendium.

When considering document FAL 46/6 (Secretariat), the Committee was informed that:

- The Secretariat had explored, during 2021, the set-up of a project that would cover the maintenance and extension costs of the Compendium over five years (2022-2026) and reduce the workload of the partner organisations (UNECE, WCO and ISO). After this period, the FAL Committee would be in a good position to assess the use and benefits of the Compendium and decide on the way forward; and,
- The 2022 costs, which include the new version of the Compendium to be approved by FAL 46 (five new data sets have been submitted) and the improvement of the user friendliness of the Compendium publications, were funded by Germany and the IMO TCD Maritime Development and Blue Economy global programme. Finland also offered to support funding of the project on the Compendium in 2023.

Report of the Expert Group on Data Harmonisation (EGDH). The report of EGDH (FAL 46/6), was noted with appreciation and having considered the document with actions requested, the Committee noted:

- The discussion on the need to limit changes to existing data elements of the IMO Reference Data Model and that any changes should be backwards compatible;
- The recommendation should not include the data elements “radio station name” and “radio station frequency”;
- The discussion on electronic Bill of Lading and the possibility of considering a related data set for inclusion in the IMO Compendium;
- The instruction to the Secretariat to consult with the World Meteorological Organisation (WMO) about definitions and any existing standard for reporting of weather conditions from ships;
- The need to align data elements related to certificates to the work already done on the “Ship certificates data set”;
- The progress made on the data related to “Ship registry and company details”
- The links between the data sets on “Ship certificates”, “Ship registry and company details”, “Audits and surveys” and “Port State control inspection history data” and the efforts made by EGDH to reuse data elements;
- The discussion on the creation of a unique identifier for a PSC inspection inviting the III Sub-Committee to examine the matter; and,
- The discussion on the development of a code list on crew rank or rating and the additional use cases.

Report of the Working Group. The WG on Electronic Business established under a previous item, was instructed to finalise the new version of the IMO Compendium on Facilitation and Electronic Business and to advise on the new data sets to be included in the priority list. Having considered the relevant part of the Group’s report, the Committee took action as follows:

- Approved the new version of the IMO Compendium;
- Approved the revised priority list of data sets;

- Informed the III Sub-Committee about the new data set approved by FAL together with the action requested by EGDH to examine the creation of a unique identifier for a PSC inspection.

DEVELOPING GUIDANCE FOR AUTHENTICATION, INTEGRITY AND CONFIDENTIALITY OF CONTENT FOR THE PURPOSE OF EXCHANGE VIA MARITIME SINGLE WINDOW.

The Committee recalled that FAL 45 had:

- Agreed to re-establish the CG on Developing Guidelines on Electronic Signature Systems and Operational Port Data for the purpose of Digital Information Exchange; and,
- Instructed the CG to develop guidelines on authentication, integrity and confidentiality of information exchanges via MSW and related services with a view to being finalised at FAL 46.

The report of the CG was noted with appreciation and in line with the suggestion made by the Group following which it was referred to the WG on Electronic Business with a view to finalising the guidelines on authentication, integrity and confidentiality of information exchanges via MSW and related services.

Report of the Working Group. Having considered the relevant part of the WG's report, the Committee approved the Guidelines on authentication, integrity and confidentiality of information exchanges via MSW and related services and associated circular.

CONSIDERATION OF DESCRIPTIONS OF MARITIME SERVICES IN THE CONTEXT OF E-NAVIGATION.

Report of the CG to Review the Descriptions of Maritime Services related to the FAL Committee. The Committee noted with appreciation the report of the CG; since the work was finalised some time ago and additional information had become available, it was agreed to discuss the five Maritime Services reviewed by the CG instead of going through the actions requested. They comprised Maritime Services: 4 (Port Support Service); 6 (Pilotage service); 7 (Tug service); 8 (Vessel shore reporting); and, 10 (Maritime assistance service).

Report of the WG on Electronic Business. Having considered the relevant part of the WG's report, the Committee:

- Endorsed the proposed way forward for the review of Maritime service 4 (Port Support Services). The Group agreed that there is a strong connection between MS 4 and the ongoing work of developing guidelines for harmonised communication and electronic exchange of operational data for port calls. Also, it is important to align the work of FAL on extending the IMO Compendium with new data sets and the e-Navigation strategy developed by the NCSR Sub-Committee. Consequently, the Group agreed to recommend that the CG be re-established in order to review

- the description of MS 4, as well as the development of the IMO Compendium, submitting a revised version to FAL 47;
- Noted the decision of the CG that no further work is required for Maritime Service 6 and the discussion in relation to the booking of pilot services in the CG report;
 - Approved the description of Maritime Service 7 (Tug service), the Group having agreed that no further work is needed;
 - Noted the discussion on the importance of highlighting the key role of the IMO Compendium in supporting harmonisation of the electronic data exchange and the opportunities of an IMO digitalisation project. This reflected agreement within the Group to introduce several references to the IMO Compendium in the description of MS 8 (Vessel shore reporting), highlighting the importance of the IMO reference model aiming to support electronic data exchange within the broader shipping community. Additionally, it was agreed that data sets developed by NCSR in the context of Maritime Services and e-Navigation should be sent to the FAL Committee and the EGDH for examination, alignment and inclusion in the IMO Compendium where relevant. Given increased awareness of data quality assurance in the context of electronic data exchange, the Group agreed that an IMO digitalisation project focused on technical cooperation would raise awareness and assist in supporting the implementation of the IMO Compendium worldwide.
 - Encouraged harmonisation and standardisation through collaboration as Members develop their MSW solutions using the IMO Compendium as a basis, through a number of international projects coordinated through, e.g. IMO;
 - Approved the amended description of Maritime Service 8. This reflected renaming the Mandatory Ship Reporting Systems (MSRS) as Mandatory Reporting Systems (MRS) and removing a misleading reference to circular FAL.5/Circ.42/Rev.2, thus avoiding the need to update text every time that the Guidelines are reviewed;
 - Approved the description of Maritime Service 10 following agreement to reflect in the text that the coastal State has the role to coordinate communication with all other responsible parties; and,
 - Agreed to re-establish the CG on the Development of Guidelines for Harmonised Communication and Electronic Exchange of Operational Data for Port Calls with terms of reference as proposed.

DEVELOPMENT OF AMENDMENTS TO THE RECOMMENDATIONS ON THE ESTABLISHMENT OF NATIONAL FACILITATION COMMITTEES.

The Committee recalled that FAL 43 had noted the information provided by the Secretariat related to the creation of a database in the Facilitation Module in GISIS to collect information on the national facilitation committees in a prototype testing phase, since released. Member States were encouraged to provide information regarding their national maritime transport facilitation committees and programmes, whilst also a CG on Guidelines for same had been established, submitting a report to this session of FAL.

Establishment of the Working Group on Other Facilitation Subjects. After due consideration, the Committee established the WG and instructed it to complete the revision of the *Guidelines for national maritime transport facilitation committees and programmes*.

Report of the Working Group. Having considered the relevant parts of the WG's report, the Committee approved the Guidelines for national maritime transport facilitation committees and programmes, as drafted.

UNSAFE MIXED MIGRATION BY SEA.

The Committee recalled that in 2021, UNHCR had launched an initiative to reconstitute the Inter-Agency Group on Safety of Life as Sea, to discuss, plan and execute coordinated joint action and advocacy to support the prevention of dangerous journeys at sea, SAR activities and safe disembarkation. Group participants included EOSG, ICS, ILO, IMO, IOM, OHCHR, OLA and UNODOC.

MSC 104 considered a proposal by Denmark advocating an MSC resolution to reiterate the importance of effective and timely involvement of Governments in cases of rescue of migrants at sea by merchant ships but postponed further action to MSC 105 with a view to finalising a resolution then.

CONSIDERATION AND ANALYSIS OF REPORTS AND INFORMATION ON PERSONS RESCUED AT SEA AND STOWAWAYS.

In terms of numbers of stowaways, the cases reported to IMO are set out in the following table:

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of incidents	70	61	28	55	63	47	55	54	50
Number of stowaways	203	120	80	163	157	182	138	55	96

The number of reports received by IMO since FAL 43 was 159, which involved 289 stowaways; and the total number of reports until 21 December 2021 has been 4,783, which involved 14,741 stowaways. The Committee recalled resolution A.1074(28) on Notification and circulation through GISIS and urged the provision of timely and accurate information on stowaway cases, making use of the GISIS module in accordance with Standard 4.7.1 of the FAL Convention.

Having recalled that the statistics published by IMO presented lower figures of stowaways than those provided by the P & I Clubs in policy years 2007, 2011, 2014 and 2017, the Committee invited the Clubs to present information on stowaway cases, as it will provide an effective information source in understanding the complexity of stowaway incidents. The Committee noted that since the date of launch of the Inter-agency platform for information-sharing on migrant smuggling by sea in GISIS on 6 July 2015, only 32 incidents had been entered in the database, and those by three Member States. Having noted such a low level of reporting, the Committee encouraged Member States to provide and update the information included in the appendix via the inter-agency platform for information-sharing on migrant smuggling by sea in GISIS.

GUIDANCE TO ADDRESS MARITIME CORRUPTION.

The Committee recalled that FAL 45 had considered the proposal to establish a GISIS module on maritime corruption to support technical cooperation assistance and the interim work done by the CG on Guidance to Address Corruption, and had re-established the Group. It was also noted that TC 71 had agreed to discuss the capacity-building and training programme on combatting maritime corruption at TC 72.

Consideration of the report of the CG on Guidance to Address Maritime Corruption. Regarding the issues raised by the CG on the GISIS module, many views were expressed. However, the Committee, having noted that the proposal on the GISIS module had been discussed at length at previous committee meetings and by CGs, and taking into account the unknown implications related to establishing a GISIS module on maritime corruption and the resources required, agreed not to establish the module at this stage.

Instructions to the WG on Other Facilitation Subjects. The Committee instructed the WG to finalise the draft guidance to implement and adopt procedures against maritime corruption, with a view to approval by the Committee. This was quickly done and the Guidance, as drafted by the WG, was duly approved.

REGULATORY SCOPING EXERCISE FOR THE USE OF MARITIME AUTONOMOUS SURFACE SHIPS (MASS).

The Committee recalled that MSC 104 had agreed:

- To include in the 2022-2023 biennial agenda a new output on “Development of a goal-based instrument for MASS”, with a target completion year of 2025;
- That the first step would be finalisation of a road map;
- That the title of the output might need to be adjusted following discussion at MSC 105; and,
- That the ultimate goal would be the preparation of a mandatory instrument to address MASS operations.

It was recalled also that FAL 45 had established an intersessional WG on MASS to complete the regulatory scoping exercise on the FAL Convention.

Report of the FAL Committee Intersessional WG on MASS. The Committee noted that the Group had agreed:

- Not to consider the amendments to the FAL Convention approved by FAL 45 since they have not yet entered into force;
- That any discussion beyond the respective committees’ purview should be made in coordination with MSC and LEG, and by the joint MSC/LEG/FAL Working Group;
- On the need to consider new or amend existing non-mandatory provisions to complement the consideration of mandatory provisions, as necessary;
- To invite Member States to submit proposals for new outputs on any future work on MASS;
- To circulate the RSE through a FAL circular; and

- The “Outcome of the regulatory scoping exercise and gap analysis of the FAL Convention with respect to MASS”.

In considering the report of the Intersessional WG, which was approved by the Committee, views were expressed that:

- Developing a binding instrument on MASS is preferred but a non-binding instrument is the first step;
- The scope of work on the MASS instrument should be limited to defining goals and functional requirements for cargo ships, leaving passenger ships until later;
- Degrees of autonomy 3 and 4 were not contemplated in UNCLOS and, their possible entry into a coastal State’s jurisdictional waters will be subject to consent by coastal States; and,
- Commercial voyages of MASS are now a reality, and therefore the urgent development of an instrument on MASS is needed.

Consideration was given to a proposal for a new output by the United Arab Emirates to develop amendments to the FAL Convention or a new instrument related to MASS operations. Following discussion, the Committee agreed to include in the 2022-2023 biennial agenda of the FAL Committee and the provisional agenda for FAL 47 an output on “Measures to address MASS in the instruments under the purview of the Facilitation Committee” with a target completion year of 2025.

Establishment of a joint MSC-LEG-FAL Working Group on MASS. Following discussion as to the measures already taken by the other two members of the Joint Working Group (JWG), the Committee:

- Approved the establishment of a joint MSC-LEG-FAL Working Group on MASS;
- Agreed that the joint work on MASS would serve as a cross-cutting mechanism to address high-priority issues identified by the regulatory scoping exercises (RSEs);
- Based on the outcome of RSEs, the JWG should develop a work plan (taking into account the road maps developed by the three Committees), address the identified common issues and provide advice to the Committees after each meeting; also,
- Agreed to attend the first meeting of the JWG remotely from 6 to 8 September 2022, subject to endorsement by C 127.

DEVELOPMENT OF GUIDELINES FOR THE PREVENTION AND SUPPRESSION OF THE SMUGGLING OF WILDLIFE ON SHIPS ENGAGED IN INTERNATIONAL MARITIME TRAFFIC.

The Committee considered document FAL 46/15 (Brazil et al.) providing draft guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic, with a proposal for adoption and a provision for periodic review. The United States supported the proposed guidelines plus periodic review, which also enjoyed overwhelming support from other members of the Committee.

Following discussion, the Committee instructed the WG on Other Facilitation subjects to finalise the guidelines at this session. Subsequently, having considered the WG report, the Committee approved the Guidelines for the prevention and suppression of the smuggling of wildlife on ships engaged in international maritime traffic.

INTRODUCTION OF THE API/PNR CONCEPT IN MARITIME TRANSPORT.

The Committee considered document FAL 46/16 (WCO, Japan and New Zealand) and noted the information on progress made regarding the WCO initiatives to develop measures for passenger facilitation and control in the maritime environment in general, and for cruise ships and later ferries in particular, through the use of standardised Advance Passenger Information (API) and Passenger Name Record (PNR) like data; and on the cooperation between WCO and IMO in this area. The possibility of a future request from WCO and other Member States to amend the FAL Convention to include the Maritime API and PNR requirements was also noted.

The Secretariat was requested to continue attending the WCO Facilitation and Control Working Group (PFCWG) meetings and Member States were encouraged to do likewise.

TECHNICAL COOPERATION ACTIVITIES RELATED TO FACILITATION OF MARITIME TRAFFIC.

Document FAL 46/18 (Secretariat) reported on the status of activities related to the implementation of the FAL Convention, conducted under ITCP from December 2019 to December 2021, and noted the following:

- MSW project in Fiji with funding support from the World Bank;
- Single Window for Facilitation of Trade (SWiFT) project, launched as a pilot to implement a maritime single window system in medium-sized ports, establishing an efficient digitalised system for electronic exchange of information in ports for ship clearance;
- Implementation of the FAL Convention Programme in the Latin American region;
- Port Community System for Nigerian ports; and
- Webinars for implementation of the FAL Convention in Tanzania, Brunei Darussalam, Africa and Arab States/Mediterranean.

ANY OTHER BUSINESS.

The Committee noted that, as of 9 May 2022, 65 IMO Member States and 2 Associate Members had informed the Organisation of their recognition of seafarers as “key workers” and urged Governments that had not done so yet, to designate them similarly given the relevance of this designation, including that for seafarers’ prioritisation for vaccination.

Cyber risk management for ships and ports. Document FAL 46/23/2 (IAPH) informed the Committee of their first edition *IAPH Cybersecurity Guidelines for Ports and Port Facilities* and invited them to consider referencing them in the next version of MSC-FAL.1/Circ.3/Rev.1 *Guidelines on Maritime Cyber Risk Management* under additional detailed guidance and industry standards.

List of certificates and documents required to be carried on board ships 2022. The Committee recalled that MEPC 70, MSC 96, FAL 41 and LEG 104 had approved the consolidated draft List of certificates and documents required to be carried on board ships.

Certified true copies of consolidated texts of IMO instruments. LEG 106 invited the Council to initiate a programme to develop certified true copies of consolidated texts of all IMO conventions to assist in their implementation into domestic legislation. C 125 considered the matter and endorsed the recommendation of the WG on Council Reform to proceed with the preparation of consolidated versions of IMO Conventions.

DATE OF NEXT MEETING.

The next meeting of the Facilitation Committee (FAL 47) has been provisionally scheduled to take place from 19 through 23 June 2023.

End

Captain Paddy McKnight