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REVISED IMO COMPENDIUM ON FACILITATION AND ELECTRONIC BUSINESS

1 The Facilitation Committee, at its thirty-eighth session (8 to 12 April 2013), approved the Revised IMO Compendium on facilitation and electronic business, as set out in the annex.

2 Member Governments are invited to bring the Revised Compendium to the attention of all parties concerned.

3 Member Governments, international organizations and non-governmental organizations with consultative status are also invited to bring to the attention of the Committee, at the earliest opportunity, the results of the experience gained from the use of the Compendium for consideration of action to be taken.

4 This circular revokes FAL.5/Circ.35/Rev.1 issued on 23 May 2012. Any reference to FAL.5/Circ.15 and its corrigenda, or FAL.5/Circ.35/Rev.1, should be read as reference to the present circular.

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SUSTAINABLE DEVELOPMENT:
IMO'S CONTRIBUTION BEYOND RIO+20

ANNEX

REVISED IMO COMPENDIUM ON FACILITATION AND ELECTRONIC BUSINESS

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Section 1. General Description

1. Information flows

1.1 Formalities, procedures and paperwork in international trade and transport are generated by the need for both governments and the maritime industry to monitor and control the movement of goods, the transfer of services and by the necessity of safeguarding every party's legitimate interests. Closely related to this, are the diverse requirements for information concerning cargo and goods by all involved parties in the value chain. Over the years, facilitation efforts conducted by IMO and the international or national bodies in various countries or sectors have introduced improvements in the information flows, by analysing the processes, simplifying the requirements, harmonizing procedures and documentation, standardizing practices and introducing agreed codes for the representation of information elements. However, quite a number of countries still maintain requirements which run contrary to these facilitation efforts, because of historical precedents, commercial inertia, difficulty in adjusting the methods of their control bodies, or ignorance of solutions that have been developed elsewhere.

1.2 The processes and systems developed to link ships, carriers, port authorities, customs, terminals, consignees and other parties in the chain are constantly being adapted to meet the changing needs. This is in particular associated with the speed of modern transport, the use of containers and modern equipment but also to take advantage of the possibilities that information and communication technology offer to improve information processing and transmission.

1.3 Today information flows are at a point midway between signed and authorized paper documents still often painfully filled in by hand, and the computerized handling of information. Most documents produced by computers are still sent manually to the other involved party (and often re-entered manually into another computer). But the world of Internet, e-mail or electronic exchange of information where data is sent from computer to computer with minimal human intervention is rapidly developing.

1.4 The timely arrival of information is a vital component in international transport. However, it still happens too frequently that the goods arrive at the destination before the necessary essential information is available to enable the respective operators to perform their function.

Delays in information production and transfer can be reduced if agreement is reached to make the maximum use of modern information and communication technology, e.g. the use of computers to prepare the required documents, sending copies over the Internet, by e-mail or through Electronic Data Interchange (EDI), and whenever this is deemed impossible the use of fax and standard-aligned documents can provide a solution for simplifying and expediting document handling. However, more needs to be done to facilitate the information flows (i.e. how the data are collected, transferred and dealt with). While part of the answer may lie in the simplification of the official and commercial procedures themselves, there should in addition be some systematic way of handling information relevant to the technology available. The advent of electronic trade tools like Internet and the availability of cheap and reliable computers even in the least advanced countries offer huge opportunities.

1.5 The problems created by maritime transport documents and procedures fall into two categories: the supply of data; and the complexity of some of the procedures.

1.6 As stated above, goods often arrive before the information which should precede them and which is essential if they are to be dealt with expeditiously. Some companies take expensive solutions, e.g. the use of courier services, to avoid delays due to missing documents at critical points in the total transport chain.

Due to the complexity of some of the procedures, efficiency is lost if steps are not taken to minimize the amount of information required for instance for cargo in transit. More generally,

procedural requirements should be re-examined and manual systems tidied up and processes redefined before information technology can be safely, systematically and economically applied.

1.7 In theory, there should be nothing inherently too complicated in the systems and procedures for the information to be exchanged in a simple and coherent manner. But apart from the official requirements caused by the protection of national interests, difficulties arise in part from the sheer scale of the operations and in part from the vast number of people, interests, nations and languages involved. What may appear as a facilitation solution in one part of the world can, and often does, create difficulties in another. To take an example, quarantine measures and the information needed for this purpose are for obvious reasons entirely different in Australia than they are in Europe or in the United States.

1.8 Carriers and other parties involved in the transport chain want to be able to receive and deliver the goods on behalf of their customers with the minimum of complication. They also seek to fulfil this function in ways and under conditions conforming as closely as possible to their own requirements for the effective operation of their transport and cargo handling/equipment resources.

1.9 The banks want to finance and facilitate payment for their customers' transactions taking prudent precautions against loss or misunderstanding. In this the need for the prompt presentation of documents which comply with the terms of the instructions issued is obvious. Any variation in the respective documentation, particularly when payment is made in the framework of a Documentary Credit, will result in delays for correction or verification.

1.10 As mentioned above, the requirements of both governments and commercial operators to monitor and control the movement of goods and payment thereof drive the procedures and paperwork generated in international trade. Whilst official requirements are enforced and controlled by governments and have diverse aims, such as fiscal, protective, trade control and health requirements, commercial parties devise commercial requirements to meet their own needs. The facilitation and simplification of procedures and processes may often not be the primary purpose of all the involved parties so the possibility of change can be limited or at best be very slow.

1.11 Those asking for and those providing information each have certain responsibilities. The essence of the technical task is to move minimum information with maximum efficiency. The criterion should be the minimum information necessary to service the process and not the minimum that people would like to obtain for other purposes. This puts a special responsibility on those interests, especially governments, governmental agencies and other involved parties, which are in a position to enforce their data requirements.

1.12 Regardless of the end use of the data, the timely arrival of information, certainly before the arrival of the cargo, is a vital component in international transport. As world distances "shrink" and travel times are reduced, it is essential that information is transmitted using the quickest, most effective method available to the parties involved. If it arrives after the cargo, the best information in the world will still cause acute problems, especially in the port community. Whilst it is appreciated that the technology available in different parts of the world may differ, the use of modern technology should be encouraged, and suitable conditions for such use (including the necessary legal or regulatory framework) should be established in the countries concerned.

2. Documentary requirements

2.1 One of the arguments commonly stated against the paperwork and procedures in maritime transport is that they may give rise to avoidable costs, e.g. those concerning duplication and reproduction of data, a problem which is greatly accentuated when documents contain errors or are not in line with other information.

2.2 Given that massive information is required in international maritime transport, which can result in a mass of paperwork, there are attractions in any method, simplifying the production of the numbers and copies of documents. Many of the difficulties associated with information flows can be eliminated by the use of the standardized documentation system which the FAL Convention provides through the FAL forms, i.e. the document layout and information content in compliance with the Convention.

2.3 Although the range of documents aligned to the FAL forms is now fairly extensive, many governments still do not avail themselves of this facility. The benefits that could be derived from using the aligned FAL documents should be clear in that the respective formalities, documentary requirements and procedures are simplified and minimized.

2.4 In considering reforms in documentation and procedures, commercial interests will be much influenced by likely effective reductions in the overall cost of financing, handling and moving goods from exporter to importer, seller to buyer. It should be realized in this respect that the direct costs of documents and procedures are only one part of the story. Indirect costs, such as fines, demurrage and loss of business because of inadequate documentation can be far more significant and are often difficult if not impossible to quantify. Documentation and procedural costs in a particular transaction may be minimal yet any one of the many minor errors, which are endemic throughout present systems, may result, for example, in demurrage costs of thousands of dollars.

2.5 In this context, those asking for information, e.g. Customs, Port Authorities, Immigration, etc., should ask for the minimum of information at the best possible time and, if asking others to complete their documents (e.g. goods declarations), provide these in a standard format. Those providing information have a responsibility to provide accurate data at the right time in the agreed format. When these conditions are fulfilled, each party – both the provider and receiver of information – can operate efficient documentation systems and carry out their own processes in the minimum time.

3. Electronic business

3.1 Electronic business (doing business transactions electronically) includes the sharing of unstructured or structured business information by any electronic means among carriers, forwarding companies, governmental bodies, terminals, service providers and other parties in order to conduct and execute business transactions and administrative or other activities. It is a development of the most rapid advancing technology in present times, namely Information and Communication Technology (ICT). This technology has made it possible to use EDI together with Internet solutions for data to be exchanged between business applications with minimal human intervention. ICT revolutionizes business communications by removing a complete layer in business practices – the use and processing of paper documents. The rationalization of data flows within governments and companies enhances the integration of business functions and hence facilitates the decision-making process. In addition, it enables customs to forge closer and more effective risk-assessment and control measures.

3.2 EDI stands for the transfer of structured data, by agreed standards from computer application to computer application through electronic means. EDI is not a new concept or a new practice. Various industries, governments and financial institutes use it to exchange high volume and dynamic information such as purchase orders, container stowage and financial data.

3.3 Paperless trading is growing fast in many countries, in particular because Internet technologies do make it possible to exchange information in an easy way worldwide, introducing other concepts such as "just in time" and consolidation of consignments. This usually means more and other maybe smaller shipments with very tight delivery schedules that paper documents cannot cope with. EDI and Electronic Business should be seen as a natural evolution in the international trade cycle. Indeed, one of the principal reasons for starting to use EDI is the mountain of paper documents produced, moved, handled, corrected, transcribed and copied for normal business and administrative transactions. EDI, and in general electronic business, has none of the disadvantages of paper documents and brings substantial benefits and savings to companies, which implement it. Accuracy (data are received directly from computer files and are not re-entered manually), speed and savings (it saves on the cost of mailing, copying, filing, distributing and capturing data) are some of the advantages.

3.4 EDI and electronic business as a whole cannot function without standards. Various EDI standards have been developed to meet sectorial and national requirements for a speedy and successful implementation within closed groups, but implementation across national and sectorial boundaries is difficult, as partners have to be able to support, maintain and interpret several EDI standards at great expense and inconvenience. To remedy this, the United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) and its predecessor UNECE WP4 have been developing for more than fifteen years essential standards covering data elements, codes, segments and syntax rules for EDI application. The result of this development provides the world market with the necessary ingredients for using complete standard message types (UNSMs) for business data interchange. These standards together with the other UN/CEFACT recommendations represent the business knowledge necessary to exchange data in whatever format through the Internet, Inmarsat, value-adding networks, Port Community systems or other means. Electronic business uses these building blocks to ensure that the right information is available at the right time.

3.5 It is obvious that replacing paper documents by EDI messages does not change the basic business and governmental requirements in international trade transactions. The same fundamental functions should be fulfilled, and the parties will still be, through EDI and other solutions such as e-mail, sending and receiving general declaration, cargo declaration, crew list, passenger list, ship's stores declaration, crew's effects declaration and dangerous goods manifest. However, the implementation of electronic business solutions will undoubtedly lead to different processes and further simplification, standardization and harmonization.

3.6 For international information flows used in Trade and Transport, the electronic transfer of data will permit substantial procedural rationalization, and more efficient transport operations, as is already the case, e.g. in the framework of community systems largely based on the use of information technology including EDI. In some countries, this may necessitate changes in laws and regulations, e.g. for permitting the replacement of traditional paper documents, Customs declarations, etc., by electronic messages, or for giving such messages the same legal value as that of a paper document.

3.7 For EDI it is quite important that for all information the appropriate standard codes are used. These codes can be found in the directories of the United Nations/Electronic Data Interchange for Administrations, Commerce and Transport (UN/EDIFACT). In this document under the heading "FAL Forms in Electronic format" all applicable code values have been mentioned to ensure unambiguous usage and clarity. In a number of cases the codes from the UN/CEFACT recommendations are indicated for the same reason.

3.8 The World Wide Web offers opportunities, which are available to any party having access to the Internet. Possibilities such as web form arrangements making it possible for instance for agents to fill in and file so called E-Forms in advance with the appropriate authorities in the relevant port would already mean a great step forward for quite a few medium and small size enterprises. Obviously again the best way forward is to harmonize and standardize the electronic form and align these with the paper FAL forms as contained in the FAL Convention.

3.9 Internet technology such as Extensible Markup Language (XML) will facilitate the exchange of structured documents over the Internet but it is of the utmost importance that the layout and contents of these documents remain clear and in line with the IMO FAL recommendations. XML offers possibilities for the exchange of data from computer application to computer application or to persons. XML offers more capabilities than its sister HTML but standards must be agreed and used for the DTD (document type definitions) and the required tags to make it into the easy tool that can be used by for instance ships, ports in countries in transition and SMEs.

4. Electronic Data Interchange Techniques and the IMO FAL Convention

The following Standards and Recommended Practices from the Convention on Facilitation of International Maritime Traffic (FAL) of 1965 and its amendments apply to this compendium.

4.1 **Standard 1.4** – When introducing systems for the electronic exchange of information required by public authorities for the arrival, stay, and departure of the ship, persons, and cargo to facilitate clearance processes, Contracting Governments shall encourage public authorities and other parties concerned (shipowners, handling companies, seaports, and/or cargo agents, etc.) to exchange data in conformity with the relevant United Nations (UN) standards, including UN Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT) standards.

4.2 **Standard 1.5** – Public Authorities shall accept any of the documents required for clearance processes in paper form, when produced by data processing techniques on plain paper, provided that they are legible, conform to the layout of the documents in the FAL Convention and contain the required information.

4.3 **Standard 1.6** – Public authorities, when introducing systems for the electronic exchange of information for clearance processes, shall limit the information they require from shipowners and other parties concerned to that required by the FAL Convention.

4.4 **Recommended Practice 1.7** – 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 computerized;

(d) use United Nations (UN) Recommendations and relevant ISO standards to the maximum extent practicable*;

(e) adapt these systems for multimodal applications; and

(f) take appropriate steps to minimize the cost of implementing these systems to operators and other private parties.

* For XML Format messages, refer to ISO standard 28005 Security management systems for the supply chain – Electronic port clearance (EPC) Part 1: Message structures – Implementation of a maritime single window system and Part 2: Core data elements.

4.5 **Standard 1.8** – Public authorities, when introducing systems for the electronic exchange of information to assist clearance processes, shall encourage their use by maritime operators and other parties concerned but shall not reduce the levels of service available to operators who do not use such systems.

4.6 **Recommended Practice 5.14** – Public authorities should use systems for the electronic exchange of information for the purpose of obtaining information in order to accelerate and simplify clearance processes.

Section 2. Recommendation on FAL Forms in electronic format

Note: These EDI formats of FAL Forms 1-7 were developed based on all amendments to the FAL Convention and its Annex approved since the FAL Compendium (2001 Edition) was issued, and UN/EDIFACT Directory D.10B. Therefore, to exchange EDI formats mentioned in this section, the DE 0052 (=D, Message type version number), 0054 (=10B, Message type release number) and 0051 (=UN, Controlling Agency) as well as DE 0065 (e.g. CUSREP, Message type identifier) in the UNH (Message header) section should be clearly mentioned.

General

Standard 2.1 – Public authorities shall not require for their retention, on arrival or departure of ships to which the Convention applies, any documents other than those covered by the present section.

- General Declaration
- Cargo Declaration
- Ship's Stores Declaration
- Crew's Effects Declaration
- Crew List
- Passenger List
- Dangerous Goods Manifest
- The document required under the Universal Postal Convention for mail
- Maritime Declaration of Health

Note:
The following FAL forms have been developed, as presented in appendix 1:

- General Declaration – FAL Form 1
- Cargo Declaration – FAL Form 2
- Ship's Stores Declaration – FAL Form 3
- Crew's Effects Declaration – FAL Form 4
- Crew List – FAL Form 5
- Passenger List – FAL Form 6
- Dangerous Goods Manifest – FAL Form 7

Note: On the following pages an outline will be given concerning the layout of the seven FAL Forms and their electronic equivalents.

1. IMO General Declaration

FAL Form 1 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2009 amendments to the Annex of the Convention.

1.1 FAL Form 1 – IMO General Declaration

The recommended EDI format of the General declaration is the UN/EDIFACT Customs Conveyance Report Message (CUSREP). This message permits the transfer of information relating to the ship on the arrival and departure from the party responsible for the declaration to the public authorities in the country of arrival and departure. The CUSREP can be used as:

- Arrival Declaration
- Departure Declaration
- Combined Declaration for arrival and departure

Recommended Practice 2.2.2 – In the General Declaration, the public authorities should not require more than the following data:

Note: The following list is numbered to be consistent with the corresponding box in the General Declaration.

1.1 Name and type of ship
1.2 IMO number
1.3 Call Sign
1.4 Voyage Number
2. Port of arrival or departure (Port of arrival/departure *on the form*)
3. Date and time of arrival, or date of departure (Date and Time of arrival/departure *on the form*)
4. Flag State of ship
5. Name of master
6. Last port of call/Next port of call
7. Particulars regarding registry (Certificate of Registry (Port, Date, Number) *on the form*)
8. Name and contact details of ship's agent
9. Particulars regarding tonnage (Gross tonnage *on the form*)
10. Particulars regarding tonnage (Net tonnage *on the form*)
11. Position of the ship in port (berth or station).
12. Brief particulars of voyage ("previous and subsequent ports of call; underline where remaining cargo will be discharged" added on the form)
13. Brief description of cargo
14. Number of crew (including master)
15. Number of passengers
16. Remarks
(17-20 not required for EDI message)
21. The ship's requirements in terms of waste and residue reception facilities.
(22-24 not required for EDI message)

1.2 IMO General Declaration (annotated with cross-references to UN/EDIFACT data codes)

IMO GENERAL DECLARATION (Annotated)

BGM:C002-1001=185 or 186

☐ Arrival ☐ Departure

1.1 Name and type of ship **SG9-TDT: 8051=20, C222: 8212, 8179** 1.2 IMO number **SG9-TDT: C222: 8213** 1.3 Call sign **SG7-COM: 3148. 3155=AW** 1.4 Voyage number **SG9-TDT:8028**		2. Port of arrival/departure **SG3-LOC: 3227=60 or 5, C517: 3225, 3224**	3.Date – time of arrival/departure **SG3-DTM: C507: 2005= 132 (ETA) or 178 (TA) or 133 (ETD) or 186 (TD), 2380 (CCYYMMDDHHMM), 2379=203**
4. Flag State of ship **SG9-TDT: C222: 8453**	5. Name of master **SG6-NAD: 3035= CPE, C080: 3036**	6. Last port of call/Next port of call **SG3-LOC: 3227=125, C517: 3225, 3224**	
7. Certificate of registry (Port; date; number) **SG4-DOC: C002: 1001=798, C503: 1004, DTM: C507: 2005=259, 2380 (CCYYMMDD), 2379=102, LOC: 3227=89, C517: 3225, 3224**		8. Name and contact details of ship's agent **SG6-NAD: 3035=CG, C058: 3124, SG7-CTA: 3139=BQ, C056: 3413, 3412, COM: C076: 3148, 3155=TE**	
9. Gross tonnage **HS-MEA: 6311=AAN, C502: 6313=AAM, C174: 6411, 6314**	10. Net tonnage **HS-MEA: 6311=AAN, C502:6313=AAN, C174: 6411, 6314**		
11. Position of the ship in the port (berth or station) **SG3-LOC: 3227=164, C519: 3223, 3222**			
12. Brief particulars of voyage (previous and subsequent ports of call; underline where remaining cargo will be discharged) **SG10-LOC: 3227=94 & 61, C517: 3225, 3224, QTY: C186: 6063=118 or 117, 6060, 6411, POC: C525: 8025=16**			
13. Brief description of the cargo **SG2- GDS: C703: 7085=9 (Containerized) or 12 (GC), FTX:4451=AAA: 4453=1, C108:4440=(Free text)**			
14. Number of crew (incl. master) **HS-QTY: C186: 6063=115, 6060**	15. Number of passengers **HS-QTY: C186: 6063=114. 6060**	16. Remarks **HS-FTX: 4451=AAI. 4453=1, C108: 4440 (an..512) x 5**	
Attached documents (indicate number of copies)			
17. Cargo Declaration	18. Ship's Stores Declaration		
19. Cr[illegible] ist		21. The ship's requirements in terms of waste and residue reception facilities **HS - FTX:4451=BLU: 4453=1, C108:4440=(Free text)**	
22. Crew's Effects Declaration*	23. Maritime Declaration of Health*		

Not needed for electronic transmission

24. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD)
(Signature not needed for EDI message)

For official use

* Only on arrival.

Convention on Facilitation of International Maritime Traffic

IMO FAL Form 1

1.3 Message Implementation Guideline for CUSREP

The following information should be used to complete the CUSREP when transmitting General Declaration data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and
Cxxx means Composite Data Element.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
   185 for Conveyance Declaration (arrival) – equivalent to IMO/FAL1
   186 for Conveyance Declaration (departure) – equivalent to IMO/FAL1

1.1 *Name and type of ship:* the TDT segment (SG9) can be used indicating the qualifier 8051 = 20 (Main-carriage transport) and the name in DE 8212 under C222 (Transport identification) and the type of the vessel coded in accordance with "Codes for Type of Means of Transport (UNECE/Rec.28)" in DE 8179 under C001 (Transport means).

1.2 *IMO number:* the TDT segment (SG9) can be used indicating the IMO number in DE 8213 under C222 (Transport identification).

1.3 *Call sign:* can be entered in the COM segments (SG7), C076: DE 3148 indicating Communication means type code of "Call sign" in DE 3155=AW (Radio Communication Call Sign) under the NAD segment (SG6) specifying item #5 "Name of Master" as the qualifier 3035=CPE (vessel master). (See item #5).

1.4 *Voyage number:* the TDT segment (SG9) can be used indicating the "Voyage Number" in DE 8028 (Means of transport journey Id.).

2. *Port of arrival or departure:* use LOC segment (SG3) as Qualifier 3227=5 (place of departure) or 60 (place of arrival) and the location code in DE 3225 by using UN/LOCODE (UNECE/Rec.16).

3. *Date and time of arrival or date of departure:* the DTM segment (SG3) can be used indicating a qualifier 2005 =

   132 (arrival date time estimated, ETA), or
   178 (arrival date time actual, TA), or
   133 (departure date time estimated, ETD), or
   186 (departure date time actual, TD).

   The appropriate format codes should be used in data element 2379 by designating code 102 (CCYYMMDD) or code 203 (CCYYMMDDHHMM).

4. *Flag State of the ship:* can be placed in C222: DE 8453 by using Country code (UNECE/RecUNECE/Rec.3) in the TDT segment (SG9).

5. *Name of master:* to be placed in the NAD segment (SG6) by indicating Qualifier 3035= CPE (vessel master) and C080: DE 3036 (party name).

6. *Last port of call/Next port of call:* On arrival declaration, the LOC segment (SG3) to be used as a qualifier 3227=61 (Next port of call) or 125 (Last port of call) and in DE 3225 (Location code) in 2-alpha country code (based on UNECE/Rec.3) + 3 alpha-numeric location code (based on UNECE/Rec.16), if necessary, DE 3224 can be used for inputting location name in text.

7. *Certificate of registry:* to be placed in the Segment Group 4 (SG4 DOC-RFF-DTM-LOC) as DOC: C002: 1001=798 (Certificate of registry), 1000 (document name) and C503: 1004 (document id.), DTM: C507: 2005=259 (Conveyance registration date), 2380 (in CCYYMMDD) and 2379=102 and LOC: 3227=89 (place of registration) and 3225 (UN/LOCODE), 3224 (port name in text, if necessary).

7.1 *Number:* DOC segment – C200: DE 1001=798 (Certificate of registry), C002: DE 1000 (document name) and C503: DE 1004 (document id.).

7.2 *Date:* DTM segment – C507: DE 2005=259 (Conveyance registration date), DE 2380 (in CCYYMMDD) and DE 2379=102.

7.3 *Port:* LOC segment – LOC segment – 3227=89 (place of registration) and DE 3225 giving the UN/LOCODE of the port.

8. *Name and contact details of ship's agent:* in the NAD segment (SG6). Qualifier 3035=CG (Carrier's agent) and C058: DE 3124 (Name and address) and CTA-COM segments (SG7) for contact details, CTA: DE 3139=BQ (Agent of ship at the intended port of arrival), COM: C076: DE 3148 (Com. Address Id.) and DE 3155=TE (Telephone) for example.

9. *Gross tonnage:* to be given in the MEA segment (Header Section), Qualifier 6311=AAN (Weight of conveyance), C502: 6313=AAM (Transport means gross tonnage), C174: DE 6411 (measurement unit code, use UNECE/Rec.20) and DE 6314 (measure).

10. *Net tonnage:* to be given in the MEA segment (Header Section), Qualifier 6311=AAN (Weight of conveyance), C502: DE 6313=AAN (Net tonnage of the vessel), C174: DE 6411 (measurement unit code, use UNECE/Rec.20) and DE 6314 (measure).

11. *Position of the ship in the port (berth or station):* use qualifier 3227=164 (Berth), C519 (Related location one id.): DE 3223 (First related location id.) &/or DE 3222 (location name) in the LOC segment (SG10).

12. *Brief particulars of voyage:* the LOC segment (SG10) to be used. Qualifier 3227=61 (Next port of call), 94 (Previous port of call) and in DE 3225, (UN/LOCODE: UNECE/Rec.16). For the next ports of call, "where remaining cargo will be discharged" can be entered in QTY & POC (SG10), QTY: C186: Qualifier 6063=118 (Quantity manifested, in case of 3227=61) or 117 (Quantity landed in case of 3227=94), DE 6060 (Quantity), 6411 (Measurement unit code by UNECE/Rec.20) and POC: C525: DE 8025=16 (Unloading cargo).

13. *Brief description of cargo:* FTX segment (SG2) to be used giving the "cargo type classification code" in the GDS segment, C703: 7085=9 (containerized) or 12 (General Cargo) for example and in the FTX segment, the text subject code qualifier 4451=AAA (Goods item description) and 4453=1 (text for subsequent use) and then use C108: DE 4440 (free text) x 5 for describing "Brief description of Cargo".

14. *Number of crew:* can be specified in the QTY segment (Header Section). C186: Qualifier 6063=115 (number of crew) and C186: DE 6060 (quantity).

15. *Number of passengers:* to be specified in QTY segment (Header Section). C186: Qualifier 6063=114 (number of passengers) and C186: DE 6060 (quantity).

16. *Remarks:* Use the FTX segment in the Header Section, in case of "Cargo remarks", 4451=AEA (cargo remarks) or AAI (general information) for other remarks to be used, then C108: DE 4440 x 5.

17-20. *Attached documents (indicate number of copies)*: Not needed for electronic transmission.

21. *The ship's requirements in terms of waste and residue reception facilities:* Use FTX segment (Header Section). Qualifier 4451=BLU (Waste information) may be able to use, then the requirements to be entered in to C108: DE 4440 in free text.

22-23. *Attached documents (indicate number of copies):* Not needed for electronic transmission.

24. *Date and signature by master, authorized agent or officer:* The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

1.4 FAL Form 1 CUSREP Mapping Table

Note: The following list is numbered to be consistent with the responding box in the General Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

CUSREP

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section	BGM		C002:1001 (Document name code)=185 (arrival) or 186 (departure)		
24.Date and Signature by master (Electronic equivalent)		DTM	C507:2005= 564 (Signature date)	C507: 2380 in CCYYMMDD format	2379 = 102 (CCYYMMDD)	Signature not needed for electronic transmission.
14. Number of crew		QTY	C186:6063=115 (Nos. of Crew)	C186: 6060 (quantity)		
15. Number of passengers		QTY	C186:6063= 114 (Nos. of passenger)	C186: 6060 (quantity)		
16. Remarks		FTX	4451=AAI or AEA	4453=1	C108: 4440	AAI (General Info), AEA (Cargo remarks)
21. The ship's requirements in terms of waste and residue reception facilities.		FTX	4451 = BLU (waste information)	4453=1	C108: 4440	Only on arrival.
9 Gross tonnage		MEA	6311=AAN (Weight of conveyance)	C502: 6313 = AAM (Transport means gross weight)	C174:6411 (measurement unit code): 6314 (measure)	UNECE/Rec.20 to be used.
10. Net tonnage		MEA	6311=AAN (Weight of conveyance)	C502: 6313 = AAN (Net tonnage of the vessel)	C174:6411 (measurement unit code): 6314 (measure)	UNECE/Rec.20 e.g. TNE= metric ton
13. Brief description of cargo	SG2	GDS		C703: 7085=9 or 12		
		FTX	4451=AAA (Goods item description)	4453=1 (text for subsequent use)	C108: 4440 (text literal – Brief description of cargo)	

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
2 Port of Arrival/ Departure	SG3	LOC	3227=60 (POA) or 5 (POD)	C517: 3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
11. Position in port (berth or station)		LOC	3227=164 (Berth)	C517:3225 (UN/LOCODE)	C519 (Related location one id.): 3223 &/or 3222 (location name)	3223 (First related location id.) may be Local code.
6. Last port of call/Next port of call		LOC	3227= 125 (last port of call), 94= Previous port of call, 61=next port	C517: 3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec 16 For Arrival declaration, 3227= 125 or 94.
3 Date and time of arrival/ departure		DTM	C507: 2005= 132 (ETA) 133 (ETD)	C507:2380 in CCYYMMDDHHMM format	2379 = 203 (CCYYMMDDHHMM)	2005=136 (TD), 178 (TA)
7.3 Certificate of Registry: number	SG4	DOC		C002:1001= 798 (Certificate of Registry)	C002:1000 (document name) C503:1004 (document id.)	
7.2 Certificate of Registry: date		DTM	C507: 2005= 259 (Conveyance reg. date)	C507:2380 in CCYYMMDD format	2379 = 102 (CCYYMMDD)	
7.1 Certificate of Registry: port		LOC	3227= 89 (Place of registration)	C517: 3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec. 16
5. Name of master	SG6	NAD	3035=CPE (Vessel master name)	C080: 3036 (name)		
1.3 Call sign	SG7	COM		C076: 3148 (Call sign)	C076:3155= AW	
8.1 Name of ship's agent	SG6	NAD	3035=CG (Carrier's Agent)	C058:3124 (Name and address)		
8.2 Contact details of ship's agent	SG7	CTA-COM	3139=BQ	C076:3148	3155=AL or EM or TE or FX	AL=Mobile, EM = e-mail, TE = phone, FX=fax
Detail of Transport means	SG9	TDT	8051=20 (main-carriage transport)			
1.4 Voyage number			8028 (Means of transport journey ID)			
1.1 Type of ship				C001:8179 (Transport means description code = Type of ship)		UNECE/Rec.28 e.g. 8179=1511 (Full container ship/ cellular vessel)
1.2 IMO number 1.1 Name of ship				C222:8213 (Transport means Identification name identifier)	C222:8212 (Transport means identification name)	UNECE/Rec.10
4. Flag State of ship				C222: 8453 (Transport means nationality code)		UNECE/Rec. 3 (IS 3166 Country code) to be used.
12. Brief particulars of		LOC	3227= 61 (Next	C517: 3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec 16 3227=152 (Next

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
voyage (Last/Next ports of call; underline where remaining cargo will be discharged)			POC), 94 (Previous port of call). 125 (Last POC)			port of discharge) 248 (Place of discharge and loading)
17. Number of attached cargo declaration						Not required for EDI
18. Number of attached Ship's stores declaration			**Not needed for electronic transmission**			Not required for EDI
19. Number of attached Crew List						Not required for EDI
20. Number of attached Passenger List						Not required for EDI
22. Number of attached Crew's Effects Declaration (only on arrival)			**Not needed for electronic transmission**			Not required for EDI
23. Number of attached Maritime Declaration of Health (only on arrival)						Not required for EDI

Usage notes: The General declaration is quite often used as the first message to open a so-called file or dossier. With the GD number all shipments are linked to this file and thus to the ship. Quite often the general declaration is sent together with the manifest or the cargo declaration.

In some ports other information is used to identify the vessel – e.g. the BERMAN information sent to the port authorities is in a lot of cases sufficient for the Customs to open the file and to attach a number (GD-number) to the call of the ship to that port. The message will quite often be sent by the agents or office of the carrier upon the notification of the ETA of the vessel.

*1) Note: Currently, there is no CTA-COM segment in Segment Group 9. Segment Group 7 – CTA-COM under Segment Group 6 can be used until CTA-COM segments is added in SG9 (Message structure change needed).

2. IMO Cargo Declaration

FAL Form 2 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2009 amendments to the Annex of the Convention.

2.1 FAL Form 2 – IMO Cargo Declaration

The recommended EDI format of the Cargo declaration is the UN/EDIFACT Customs Cargo Report Message (CUSCAR). This message permits the transfer of information required by public authorities relating to the cargo of a ship on arrival and departure. The CUSCAR can be used as:

- Arrival Declaration
- Departure Declaration

Recommended Practice 2.3.1 – In the Cargo Declaration, public authorities should not require more than the following data:

Note: The following list is numbered to be consistent with the corresponding box in the Cargo Declaration.

On arrival

1.1 Name of ship
1.2 IMO number
1.3 Call Sign
1.4 Voyage number
2. Port where report is made
3. Flag State of ship
4. Name of master
5. Port of loading

Details of the consignment(s) (6-9): in respect of goods discharged at the port in question data items 6-9 should be repeated following B/L No.:

6. transport document numbers for cargo to be discharged at the port in question (B/L No.)
7. container identification, where appropriate; (6) marks and numbers; (7) number and kind of packages; quantity (8-9) and description of the goods or, if available, the HS Code†
8. gross weight
9. measurement
10. ports at which cargo remaining on board will be discharged (not on the form)
11. original ports of shipment in respect of goods shipped under multimodal transport documents or through bills of lading (not on the form)

On departure

1.1 Name of ship
1.2 IMO number
1.3 Call sign
1.4 Voyage number
3. Flag State of ship
4. Name of master
5. Port of discharge
6. Transport document numbers (B/L No.) for cargo to be discharged at the port in question

† Convention on the Harmonized Commodity Description and Coding System: also known as the "Harmonized system" (HS). This international convention came into force on 1 January 1988; its objective is to establish a description and coding system for use by Customs administrations when designating commodities or commodity groups for the purposes of setting Customs tariffs and collecting statistics.

7. in respect of goods loaded at the port in question: container identification, where appropriate; marks and numbers; number and kind of packages; quantity and description of the goods (Number and kind of packages; quantity and description of the goods, or if available, the HS Code *on the form*)

Note: For the purpose of adequately describing the number and kind of packages on the cargo declaration, shipowners and other concerned parties should ensure that the external packaging unit of the goods will be used. If the goods are on pallets, the number and kind of packages on the pallet(s) should be stated. If the goods on the pallet are not packaged, the quantity and description of goods on the pallet should be used.

Note: To facilitate the processing of information required by public authorities, all parties involved should use an appropriate description of the goods and refrain from using generic terms, such as "general cargo", "parts", etc.

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

Standard 2.3.4 – Public authorities shall accept in place of the Cargo Declaration a copy of the ship's manifest provided it contains at least the information required in accordance with Recommended Practice 2.3.1 and Standard 2.3.2 and is signed or authenticated, and dated, in accordance with Standards 2.3.3.

Usage notes: The advantages of using EDI to transfer the manifest data are quite obvious. CUSCAR is here the appropriate format. Depending on the nature of the cargo the implementation of the message can vary depending on the amount of containers or whether the information concerns single commodities.

However, it is important to limit the data and to adhere to the codes as indicated in this compendium. In practice the CUSCAR is one of the most used messages in the customs and transport exchange of information but still there remains quite a few differences in format and implementation. This message and information will almost always come from the agents or the office of the carrier in the present era the specific information about the cargo carried is mostly handled through the systems of agent and carrier.

2.2 IMO Cargo Declaration (On arrival – Annotated with UN/EDIFACT data codes)

IMO CARGO DECLARATION (On arrival – Annotated)

BGM:C002-1001=933

			X	Arrival		Departure	Page No.
	1.1 Name of ship **SG4-TDT:8051=20, C222: 8212** 1.2 IMO number **SG4-TDT: C222:8213** 1.3 Call sign **SG3:COM: C076:3148:3155=AW** 1.4 Voyage number **SG4-TDT:8028**		2. Port where report is made **HS-LOC:3227=172, C517:3225(UN/LOCODE), 3224**			
	3. Flag State of ship **SG4-TDT: C222, 8453**	4. Name of master **SG2-NAD:3035=CPE: C080: 3036**	5. Port of loading/Port of discharge **HS -LOC:3227= 12 (POD), C517:3225, 3224**			
B/L No.*	6. Marks and Nos. Container identification	7. Number and kind of packages; description of goods, or, if available, the HS code		8.Gross weight	9. Measurement	
	SG7-CNI: 1490=1, C503: 1004=Document identifier (B/L or Waybill#), 1366=B/L or Waybill in text) **SG8-LOC: 3227=9, C517: 3225 (For remaining cargo discharged at other port, 3227=12 to be specified)** **SG14-SGP: C237: 8260=Container No.: 7224=Package quantity, Other individual container's details to be entered into SG5-EQD segment.** **SG14-PCI: 4233, C210: 7102** **SG14-GID: 1496, C213: 7224=Nos. of packages, 7065=Kind of packages (UN Rec.21 to be used)** **SG14-FTX: 4451=AAA (goods item description), C107: 4441=HS code, C108: 4440 (description in text)** **SG14-MEA: 6311=AAL, C502: 6313=AAB, C174: 6411=UN Rec.20 to be used, 6314=Gross weight in kgs)** **SG14-MEA: 6311=AAL, C502: 6313=AFF, C174: 6411=UN Rec.20 to be used, 6314=Measurement in M^3)**					

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10. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message).

* Transport document No. **SG7-CNI(B/L or Waybill #)**
Also state original ports of shipment in respect to goods shipped on multimodal transport document or through bills of lading.

2.3 Message Implementation Guideline for CUSCAR (On arrival)

The following information should be used to complete the CUSCAR (for arrival) when transmitting Cargo Declaration data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and
Cxxx means Composite Data Element.

For arrival purpose:

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
933 for Cargo Declaration (arrival) – equivalent to IMO/FAL.2

1.1 *Name of ship:* the TDT Transport Details segment (SG4) can be used indicating the name (DE 8212) and 8051 (Transport stage code qualifier)=20 (Main-carriage transport).

1.2 *IMO number:* the TDT Transport Details segment (SG4): C222-8213 (Transport means identification name identifier) can be used indicating the IMO number Identification.

1.3 *Call sign:* can be entered in the COM segments (SG3). Qualifier 3155=AW and DE 3148 (Call sign) under the NAD segment (SG2) specifying item #4 "Name of Master" as the Qualifier 3035=CPE (vessel master). (See item #4).

1.4 *Voyage number:* the TDT segment (SG4) can be used indicating the Voyage Number in DE 8028 (Means of Transport journey identifier).

2. *Port where report is made:* in the LOC segment (Header Section), Qualifier 3227 = 172 (reporting location) and DE 3225 (UN/LOCODE = UNECE/Rec.16) to be used together with DTM segment (HS), with C507: Qualifier 2005=141 (Customs declaration document lodgement date time), DE 2380 (CCYYMMDDHHMM) and DE 2379=203.

3. *The Flag State of ship:* SG4-TDT-C222:8453 (Transport means nationality code) is used (See UNECE/Rec.3 Country code= ISO 3166, 2-alpha country code).

4. *Name of master:* to be placed in the NAD segment (SG2), Qualifier 3035=CPE (Transport means master name) and C080: DE 3036 (party name).

The following 5 to 9 data should be iterated by consignment cargo wise(usually B/L number wise) under the Segment Group 7.

5.1 *Transport document number for Consignment cargo to be discharged at the port in question:* CNI segment (SG7) containing the appropriate B/L number (C503: 1004, 1366 (Document source description in free form = B/L or Waybill number in text).

5.2 *Port of loading:* the LOC segment (SG8) under the SG7 to be used by specifying Qualifier 3227=9 (place/port of loading) and to be entered in C517: DE 3225 (UN/LOCODE of the port of loading) .

5.3 *Ports at which cargo remaining on board will be discharged:* the LOC segment (in SG8) as part of SG7, Ports of discharge for the cargo on board will be handled through the LOC segment qualifier 3227=12 (port of discharge) and in C517: DE 3225 (UN/LOCODE of the port of discharge).

5.4 *Original ports of shipment in respect of goods shipped under multimodal transport documents or through bills of lading:* the LOC segment (in SG8) as part of SG7 to be used, as qualifier 3227=76 (original port of loading) and in C517: DE 3225 (UN/LOCODE of the original port of shipment).

6. *Marks and numbers:* the PCI (Package identification) segment (SG14) to be used as 4233 (Marking instructions code), C210: DE 7102 (Shipping marks description in text).

7.1 *Container identification:* in the SGP segment in SG14 (C237: DE 8260 (Equipment identifier): 7224 (Package quantity in this container). Further, other individual container's information to be entered into the EQD segment (SG5) as Qualifier 8053=CN (container): DE 8260 (container identification number in accordance with ISO) with its seal number in the SEL (Seal number) segment using DE 9308 under SG5.

7.2 *Number and kind of packages:* in the GID segment (SG14), DE 1496 (Goods item number), C213: DE 7224 (Package quantity) whilst the package type is in C213: DE 7065 (Package type description code) by using UNECE/Rec.21.

7.3 *The goods description:* will be handled through the FTX segment (SG14), as Qualifier 4451=AAA (Goods item description) and C108: DE 4440 (Free text) containing the description and the 6 digits of the HS number can be given in C107: DE 4441 (Free text description code).

8. *The gross weight:* to be put in MEA segment (SG14), Qualifier 6311=AAL (cargo loaded), C502: DE 6313=AAB (Goods item gross weight), the gross weight to be put in C174: DE 6314 (measure) with a measurement unit code DE 6411 using Unit of Measurement Code from UNECE/Rec.20.

9. *The measurement:* to be put in MEA segment (SG14), Qualifier 6311=AAL (cargo loaded), C502: 6313=AFF (Gross measure cube), the measurement to be put in C174: 6314 (measure) with a measurement unit code C174: 6411 using Unit of Measurement Code from UNECE/Rec.20.

10. *Date and signature of master, authorized agent or officer:* The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

2.4 FAL Form 2 – CUSCAR (On arrival) Mapping Table

Note: The following list is numbered to be consistent with the responding box in the IMO Cargo Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

CUSCAR (On arrival)

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section	BGM		C002:1001 (Document name code) = 933		
10 Date and signature by master, authorized agent or officer		DTM	C507:2005= 564 (Signature date)	C507: 2380 (date in CCYYMMDD)	2379=102 (CCYYMMDD)	Signature no needed

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
2. Port where report is made		LOC	3227=172 (reporting location)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
5 Port of discharge		LOC	3227=12 (port of discharge)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
4. Name of master	SG2: NAD-DTM-SG3	NAD	3035:CPE (vessel's master)	C080:3036 (Party name)		
1.3 Call sign	SG3 CTA-COM	CTA	3139=CA			
		COM		C076:3148 (Call sign)	C076:3155=AW	
	SG4: TDT-LOC-DTM	TDT	8051:20 (main-carriage transport)			
1.4 Voyage number			8028 (Means of transport journey ID)			
1.2 IMO number				C222:8213 (IMO number)		UNECE/Rec.10
1.1 Name of Ship				C222:8212 (Name of Ship)		
3. Flag State of ship				C222:8453 (Transport means nationality code)		UNECE/Rec.3
6.2 Containers	SG5: EQD-TSR-MEA-DIM-SEL-NAD-GEI-LOC-SG6	EQD	8053=CN (container)	C237:8260 (Container No.).	C224:8155 (equipment size and type description code)	ISO code to be used.
6.3 Container seal no.		SEL	9308 (seal number)	C215:9303 (sealing party name code)	9302 (sealing party name in text)	
The following 5 to 9 data should be iterated by consignment cargo wise (usually B/L number wise) under the Segment Group 7.						
6.0 B/L No.	SG7: CNI-CNT-SG8	CNI	1490 (Consolidation item No.)*	C503:1004 (Document identifier = B/L# or Waybill#)	1366 (B/L or Waybill in text)	*If not consolidated cargo, this should be always "1".
5 Port of loading	SG8: RFF-CNT-MOA-LOC-GEI-CUX-CPI-SG9-SG11-SG13-SG14	LOC	3227=9 (port of loading)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
5 Port of discharge (when the cargo to be discharged at other ports)		LOC	3227=12(port of discharge)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
5 Original port of loading, if necessary.		LOC	3227=76 (Original port of loading)	C517 :3225 (UN/LOCODE)	3224 (location name)	UNECE/Rec.16
7.1 Number & kind of packages	SG14 GID-PAC-HAN-FTX-MEA-MOA-SGP-DGS-	GID		C213: 7224 (Package quantity)	7065 (Package type desc. code)	UNECE/Rec.21
7.3 HS code		FTX	4451=AAA (Goods item description)	C107:4441 (Free text desc. code = HS code in 6 dig.)		WCO HS Code

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
7.2 Description of Goods	PCI-CST-LOC-TMD-SG15-SG16			C108:4440		
8 Gross Weight		MEA	C502:6313= AAB (Goods item gross weight)	C174:6411 (Measurement Unit code)	6314 (measure in kgs)	UNECE/Rec.20 to be used for 6411.
9 Measurement			C502:6313= AFF (gross measure cube)	C174:6411 (Measurement unit code)	6314 (measure in cubic metre)	
6. Container identification		SGP		C237:8260 (Container No.)	7224 (Package quantity)	
6.1 Marks & Nos.		PCI	4233 (Marking instructions code) if necessary	C210:7102 (Shipping marks description)		

Note 1: In the current CUSCAR structure, container-related information is described in SG5(-SG6) and Consignments information are described in SG7(-SG8-SG9-SG10-SG11-SG12-SG13-SG14-SG15-SG16), but SG7 has no one-to-one relationship with SG5. It should be a problem, because container-related information should be under the Consignment information. There are several kinds of service type:

Note 2: FCL (Full Container Load) cargo – one B/L (Consignment) covers one or more containers.

Note 3: LCL (Less than Container Load) cargo – one container covers two or more B/Ls (Consignments). Currently, NVOCC (Non-Vessel Operating Container Carrier) handles LCL cargoes and gives them to a Shipping Co. as FCL cargo and Shipping Co. issues "Master B/L" to NVOCC which covers all LCL cargoes loaded in a container as well as NVOCC issues their "House B/L" to each LCL cargoes shippers.

Note 4: IMO Cargo Declaration form doesn't include "shipper/consignee" information which may be required to describe by the most of customs.

2.5 IMO Cargo Declaration (On departure – Annotated with UN/EDIFACT data codes)

IMO CARGO DECLARATION (On departure – Annotated)

BGM:C002-1001=833

				Arrival	X Departure	Page No.
	1.1 Name of ship **SG4-TDT:8051=20, C222:8212** 1.2 IMO number **SG4-TDT: C222: 8213 (IMO No.)** 1.3 Call sign **SG3-COM: C076: 3148:3155=AW** 1.4 Voyage number **SG4-TDT:8028**		2. Port where report is made **HS-LOC: 3227=172, C517: 3225, 3224**		
	3. Flag State of ship **SG4-TDT: C222: 8453**	4. Name of master **SG2-NAD:3035=CPE, C080: 3036**	5. Port of loading/~~Port of discharge~~ **HS-LOC:3227= 9(POL): C517: 3225, 3224**		
B/L No.*	6. Marks and Nos. Container identification	7. Number and kind of packages; description of goods, or, if available, the HS code		8. Gross weight	9. Measurement
	SG7-CNI: 1490=1, C503-1004=Document identifier (B/L or Waybill#), 1366="B/L" or "Waybill" in text **SG8-LOC: 3227=12, C517: 3225** **SG14-SGP: C237: 8260=Container No.: 7224=Package quantity, Other individual container's details to be entered into SG5-EQD segment.** **SG14-PCI: 4223: C210: 7102** **SG14-GID: 1496, C213: 7224=Nos. of packages, 7065=Kind of packages (UN Rec.21 to be used)** **SG14-FTX: 4451=AAA (goods item description), C107: 4441=HS code, C108: 4440** **SG14-MEA: 6311=AAL, C502: 6313=AAB, C174-6411=UN Rec.20 to be used, 6314=Gross weight in kgs)** **SG14-MEA: 6311=AAL, C502: 6313=AFF, 6411=UN Rec.20 to be used, 6314=Measurement in M^3)**				

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IMO FAL Form 2

10. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message)

* Transport document No. **SG7-CNI (B/L or Waybill #)**
Also state original ports of shipment in respect to goods shipped on multimodal transport document or through bills of lading.

2.6 Message Implementation Guideline for CUSCAR (On departure)

The following information should be used to complete the CUSCAR (for departure) when transmitting Cargo Declaration data in EDI format.

Note: In this paragraph following abbreviations are used: SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

For departure purpose:

1.1 *Name of ship:* the TDT segment (SG4) can be used indicating DE 8051 (Transport stage code qualifier)=20 (Main-carriage transport), DE 8028 (Voyage number), C222: DE 8213 (IMO number): DE 8212 (name of ship), and 8453 (flag State of ship).

1.2 *IMO number:* the TDT segment (SG4): C222: 8213 (Transport means identification name identifier) can be used for the IMO number Identification. *(See above 1.1)*

1.3 *Call Sign:* Can be entered in the COM segments (SG7) using DE 3148 (Call sign) and 3155=AW under the NAD (SG2) specifying item #4 "Name of Master" as the Qualifier 3035=CPE (vessel master). (See item #4).

1.4 *Voyage number:* the TDT segment (SG4) can be used indicating the Voyage Number (DE 8028 – Means of transport journey identifier). *(See above 1.1)*

2. *Port where report is made:* in the LOC segment (Header Section), Qualifier 3227=172 (reporting location) and C517: DE 3225 (Location identifier) UN/LOCODE (UNECE/Rec.16) to be used together with DTM segment, with qualifier C507: DE 2005 = 141 (Customs declaration document lodgement date time), DE 2380 (in CCYYMMDDHHMM) and 2379=203.

3. *Flag State of ship:* SG4-TDT-C222-8453 (Transport means nationality code) is used (See UN Rec.3 – Country code = ISO 3166). *(See above 1.1)*

4. *Name of master:* to be placed in the NAD segment (SG2) as a Qualifier 3035= CPE (vessel master) and C080: DE 3036 (Party name).

In respect of goods loaded at the port in question: transport document numbers, container identification, where appropriate; marks and numbers; number and kind of packages; quantity and description of the goods.

The following 5 to 9 data should be iterated by Consignment cargo wise (usually B/L No. wise):

5.1 *Transport document numbers for Consignment cargo to be discharged at the port in question:* CNI segment (SG7) containing the appropriate B/L number in C503: 1004 (Document identifier = B/L No. or Waybill No.), 1366 (Document source description in free form = B/L or Waybill etc. in text).

5.2 *Port of loading:* the LOC segment (HS) to be used by specifying Qualifier 3227=9 (place/port of loading) and in C517: DE 3225 (Location identifier) the UN/LOCODE to be used and if necessary, DE 3224 for Location name in text.

6.1 *Container identification:* in the SGP segment (SG14), C237: DE 8260 (Equipment identifier =Container No.): 7224 (Package quantity) in this container. Also enter each container's information in the EQD segment (SG5). Qualifier: 8053=CN (container): C237:DE8260 (Equipment identifier = container number in accordance with ISO) with its seal number in the SEL (Seal number) segment in SG5 using DE 9308 (transport unit seal identifier).

6.2 *Marks and numbers:* in the PCI segment (SG14). PCI:4223: C210-DE 7102 (Shipping marks description).

7.1 *Number and kind of packages:* in the GID segment (SG14), 1496, C213: DE 7224 (Package quantity) and DE 7065 (Package type description code) by using UNECE/Rec.21.

7.2 The goods description: will be handled through the FTX segment (SG14). Qualifier 4451=AAA (Goods item description) and C108: DE 4440 (Free text) containing the description under C107: DE 4441 (the 6 digits of the HS code) can be given.

8. *The gross weight:* to be put in MEA segment (SG14), Qualifier 6311=AAL (cargo loaded), C502: 6313=AAB (Goods item gross weight), the gross weight to be put in C174: 6314 with DE: 6411 (Measurement unit code) by using unit of measurement code from UNECE/Rec.20.

9. *The measurement:* to be put in MEA segment (SG14), Qualifier 6311=AAL (cargo loaded), C502: 6313=AFF (Gross measure cube), the measurement to be put in C174: 6314 with a measurement unit code C174: 6411 by using unit of measurement code from UNECE/Rec.20.

10. *Date and signature of master, authorized agent or officer:* The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

2.7 FAL Form 2 – CUSCAR (On departure) Mapping Table

Note: The following list is numbered to be consistent with the corresponding box in the Cargo Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

CUSCAR (On departure)

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section	BGM		C002:1001 (Document name code) = 833		
2. Port where report is made		LOC	3227=172 (reporting location)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/ Rec.16
5 Port of Loading		LOC	3227=9 (Port of loading)	C517: 3225 (UN/LOCODE)	3224 (location name)	UNECE/ Rec.16

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
10. Date and signature by master, authorized agent or officer		DTM	C507: 2005=564 (Signature date)	C507: 2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature not needed.
4. Name of master	SG2 NAD-DTM-SG3	NAD	3035:CPE (Vessel master)	C080: 3036 (Party name)		
1.3 Call sign	SG3 CTA-COM	CTA	3139=CA			
		COM		C076:3148 (Call sign)	C076:3155=AW	
	SG4 TDT-LOC-DTM	TDT	8051=20 (main-carriage transport)			
1.4 Voyage number			8028 (Voyage number)			
1.2 IMO number				C222:8213 (IMO number)		
1.1 Name of Ship				C222: 8212 (Name of Ship)		
3. Flag State of ship				C222: 8453 (Transport means nationality code)		UNECE/Rec. 3 (ISO 3166 Country code)
6.2 Containers	SG5: EQD-TSR-MEA-DIM-SEL-NAD-GEI-LOC-SG6	EQD	8053=CN (container)	C237:8260 (Container No.).	C224:8155 (equipment size and type description code)	ISO code to be used.
6.3 Container seal no.		SEL	9308 (seal number)	C215:9303 (sealing party name code)	9302 (sealing party name in text)	
The following 6.0 to 9 data should be iterated by consignment cargo wise (usually B/L number wise) under the Segment Group 7.						
6.0 B/L No.	SG7: CNI-CNT-SG8	CNI	1490 (Consolidation item No.)*	C503:1004 (Document identifier = B/L# or Waybill#)	1366 (B/L or Waybill in text)	*If not consolidated cargo, this should be always "1".
5 Port of loading (when this consignment is transhipped cargo)	SG8: RFF-CNT-MOA-LOC-GEI-CUX-CPI-SG9-	LOC	3227=76 (Original port of loading)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/ Rec.16

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
5 Port of discharge	SG11-SG13-SG14	LOC	3227=12(port of discharge)	C517:3225 (UN/LOCODE)	3224 (location name)	UNECE/ Rec.16
7.1 Number & kind of packages	SG14 GID-PAC-HAN-FTX-MEA-MOA-SGP-DGS-PCI-CST-LOC-TMD-SG15-SG16	GID		C213: 7224 (Package quantity)	7065 (Package type desc. code)	UNECE/ Rec.21
7.3 HS code		FTX	4451=AAA (Goods item description)	C107:4441 (Free text desc. code = HS code in 6 dig.)		WCO HS Code
7.2 Description of Goods				C108:4440		
8 Gross Weight		MEA	C502:6313= AAB (Goods item gross weight)	C174:6411 (Measurement Unit code)	6314 (measure in kgs)	UNECE/ Rec.20 to be used for 6411.
9 Measurement			C502:6313= AFF (gross measure cube)	C174:6411 (Measurement unit code)	6314 (measure in cubic metre)	
6. Container identification		SGP		C237:8260 (Container No.)	7224 (Package quantity)	
6.1 Marks & Nos.		PCI	4233 (Marking instructions code) if necessary	C210:7102 (Shipping marks description)		

3. IMO Ship's Stores Declaration

FAL Form 3 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2009 amendments to the Annex of the Convention.

Originally, the IMO/FAL Compendium recommends using the "INVRPT" (Inventory Report Message) for "Ship's Stores Declaration". However, the "CUSCAR" (Customs Cargo Report Message) can also be used. Thus, there are 2 options for submitting "Ship's Stores Declaration" electronically.

Option 1 – INVRPT
Option 2 – CUSCAR

3.1 FAL FORM 3 – IMO Ship's Stores Declaration

The recommended EDI format of the Ship's stores declaration is the UN/EDIFACT Inventory Report Message INVRPT). The Customs Cargo Report Message (CUSCAR) can also be used for the Ship's stores declaration. These messages permit the transfer of information relating to ship's stores required by the public authorities. The INVRPT or CUSCAR can be used as:

- Arrival Declaration
- Departure Declaration
- Combined Declaration for arrival and departure under circumstances were, with the

consent of the public authorities the limitation of the stay of the ship in the port is such that a combined declaration is acceptable to the public authorities concerned.

Standard 2.4.1 – Public authorities shall accept that the Ship's Stores Declaration is either both dated and signed by the master or by some other ship's officer duly authorized by the master and having personal knowledge of the facts regarding the ship's stores, or authenticated in a manner acceptable to the public authority concerned.

Note: The following list is numbered to be consistent with the corresponding box in the Ship's Stores Declaration. In accordance with IMO FAL Form 3, the following information is required:

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	Last port of call/Next port of call
6	Number of persons on board
7	Period of stay
8	Name of article
9	Quantity
10	Location on board
11	Official use

3.2 IMO Ship's Stores Declaration (Option 1 – INVRPT)

3.2.1 IMO Ship's Stores Declaration (Option 1 – INVRPT – Annotated with UN/EDIFACT data codes)

IMO SHIP'S STORES DECLARATION (Option 1 – INVRPT annotated)

BGM:C002-1001=799

		☐ Arrival ☐ Departure	Page No.
1.1 Name of ship **SG2-NAD:3035=CA, C058: 3124** 1.2 IMO number **SG2-NAD: C082: 3039** 1.3 Call sign **SG4-COM: C076: 3148, 3155=AW** 1.4 Voyage number **SG3-RFF: C056: 1153=VON, 1154 (Voy#)**		2. Port of arrival/departure **SG2-LOC: 3227=60, C517: 3225, 3224 (for departure 3227=5)**	3. Date of arrival/departure **SG3-DTM: C507: 2005= 132(ETA) or 178(TA) or 133 (ETD) or 186 (TD), 2380, 2379=203 (CCYYMMDDHHMM)**
4. Flag State of ship **SG2-NAD:3207 (UNECE/Rec.3 2-alpha country code)**		5. Last port of call/Next port of call **SG2-LOC: 3227=125, C517: 3225 (UNLOCODE)**	
6. Number of persons on board. **SG8-QTY: C186: 063=115, 6060**	7. Period of stay **SG3-DTM: C507: 2005= 373 (Mooring, date & time), 2380, 2379=306**		
8. Name of article	9. Quantity	10. Location on board	11. Official use
SG9-LIN:1082 (line sequence no.) – IMD: C273: 7008	**SG9-MEA: 6311=AAA, C174: 6411, 6314**	**SG9-LOC: 3227=14, C517: 3224**	

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12. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message)

3.2.2 Message Implementation Guideline for INVRPT (Option 1)

The following information should be used to complete the INVRPT when transmitting Ship's Stores Declaration data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
799 for Ship's Stores Declaration – equivalent to IMO/FAL.3

1.1 *Name of the ship* the NAD segment (SG2) should be used (NAD-3035: qualifier = CA (Carrier) indicating the name (C080: DE 3036).

1.2 *IMO number* of the ship, the NAD segment (SG2) should be used (qualifier CA=carrier) indicating the IMO number (C082: DE 3039: 3055=54, IMO).

1.3 *Call sign* can be entered in the COM segment (SG4), as COM: C076: 3148 (Call sign), 3155=AW (Radio communication call sign) under the NAD segment (SG2) as NAD: 3035=CA, C080: 3036 (See Item# 1).

1.4 V*oyage number*, the RFF segment (SG3) should be used indicating as RFF: C506: 1153= VON (Voyage number), 1154 = (Voyage number).

2. *Port of arrival/departure* can be indicated by the LOC segment (SG2) qualified by (3227=5: Port of departure, 60: Port of arrival) using Rec.16 (UN/LOCODE) in C517: DE 3225 and DE 3224 (Location name), if necessary.

3. *Date of arrival/departure* the RFF-DTM segment (SG3) should be used indicating DTM-C507: 2005 (qualifier) = 132 (ETA), 178 (TA), 133 (ETD), 186 (TD), in DE 2380 gives the real date in the format of CCYYMMDDHHMM: 2379=203).

4. *Flag State of ship*, the NAD segment (SG2) should be used indicating a country code (UNECE/Rec.3 =ISO 3166) in DE 3207.

5. *Last port of call/Next port of call* in the LOC segment (SG2), qualified by LOC-DE 3227=125 (Last port of call of conveyance), 61 (Next port of call) using UN/LOCODE in C517: DE 3225. If the full name is required this be done through C517: DE 3224.

6. *Number of persons on board* the QTY Quantity segment (SG8) should be used (C186: 6063 qualifier=115: number of crew/persons) and in the C186: DE 6060 (the number of people).

7. *Period of stay* can be placed in the DTM Date/time/period segment (SG3) qualified by 2005=373 (Mooring, date and time), 2379=306 (DDHHMM) in DE 2380 is the period.

The following item 8 -11 should be repeated by article in ship's stores:

8. *Name of article* can be given in LIN & IMD segment (SG9) in LIN: DE 1082 (Line sequence number) and in IMD: C273: DE 7008 (Item description).

9. *Quantity* can be given in the MEA segment (SG9) qualified under 6311=AAA (line item measurement), in C174: DE 6411 (Measurement unit code, UNECE/Rec.20) and in DE 6314 (Measure).

10. *Location on board* can be indicated in the LOC segment (SG9) qualified under 3227=14 (Goods item storage location), C517: 3224 (Location name).

11. *Official use* (Message sender does not need to fill up in this column. Message recipient will take necessary action after it was received)

12. *Date and signature of master, authorized agent or officer:* The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

3.2.3 FAL Form 3 – INVRPT (Option 1) Mapping Table

Note: The following list is numbered to be consistent with the responding box in the IMO Ship's Stores Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

Option 1 – INVRPT base

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header section	BGM	C002: 1001 = 799 (Ship's stores declaration)	1000=document name in text, if necessary		
12. Date and signature by master, authorized agent or officer		DTM	C507: 2005=564(Signature date)	C507:2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature not needed.
1.2 IMO Number	SG2: NAD-LOC-SG3-SG4	NAD	3035=CA (carrier)	C082: 3039 (IMO number)		
1.1 Name of ship				C080: 3036 (Name of ship)		
4. Flag State of ship			3207 (Flag State)			UNECE/ Rec.3 (ISO 3166 Country code)
2. Port of arrival/ departure		LOC	3227= 60 (arrival) 5 (departure)	C517: 3225 (UN/LOCODE)	3224 (Location name)	
5. Last port of call/Next port of call		LOC	3227= 125 (Last port) 61 (Next port)	C517: 3225 (UN/LOCODE)	3224 (Location name)	UNECE/ Rec.16

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
1.4 Voyage number	SG3: RFF-DTM	RFF	C506: 1153= VON (Voyage number)	1154 (Voyage number)		
3. Date of arrival/ departure		DTM	C507:2005= 136 (TD) 178 (TA)	C507:2380 (date/time in CCYYMMDDHHMM format)	2379=203 (CCYYMMDDHHMM)	132 (ETA) 133 (ETD)
7. Period of stay		DTM	C507: 2005= 373 (Mooring, date and time)	C507:2380 (period of stay in DDHHMM)	2379=306	
1.3 Call sign	SG4: CTA-COM	CTA	3139=CA (Carrier)			
		COM		C076: 3148 (Call sign)	C076:3155=AW	
6. No. of persons on board	SG8: QTY-GIN-DTM	QTY	C186: 6063= 115 (No. of crew)	6060 (quantity)		
Item 8-11 to be entered by article wise.						
8. Name of article	SG9: LIN-PIA-IMD-NAD-MEA-ALI-LOC-DTM-FTX-SG10-SG11-SG12	LIN		1082 (line sequence no.)		
		IMD		C273: 7008 (Item description)		
9. Quantity		MEA	6311=AAA (Line item measurement)	C174: 6411 (measurement unit code*)	6314 (measure)	UNECE/ Rec.20 to be used.
10. Location on board		LOC	3227 = 14 (Goods item storage location)	C517: 3224 (location on board name in text)		
11 Official Use		FTX				No need to input.

Usage notes: The ship's stores declaration is requested upon arrival and most of the times departure of the vessel in a port. In quite a number of ports the stores are sealed by customs to ensure proper control on excise. Under these circumstances the document is used for tax control purposes. It is envisaged that this message will in the near future not be sent in EDI format for customs purposes only. Commercial usage might indeed become a possibility for reasons of purchasing fresh stores.

The possibility of using ad hoc internet related solutions might in the future also be a consideration whilst in that case the documents can be made in a proprietary format giving the needed data as described above. It is strongly recommended to limit the requested data to the items mentioned above.

3.3 IMO Ship's Stores Declaration (Option 2 – CUSCAR)

3.3.1 IMO Ship's Stores Declaration (Option 2 – CUSCAR – Annotated for UN/EDIFACT data codes)

IMO SHIP'S STORES DECLARATION (Option 2 – CUSCAR annotated)
BGM:C002-1001=799

Convention on Facilitation of International Maritime Traffic

		☐ Arrival ☐ Departure	Page No.
1.1 Name of ship **SG4-TDT: C222: 8212** 1.2 IMO number **SG4-TDT: C222: 8213** 1.3Call sign **SG2- NAD: 3035=CA: C080: 3036 (Name of ship), SG3-COM: C076: 3148, 3155=AW** 1.4 Voyage number **SG4-TDT: 8028**		2. Port of arrival/departure **SG4-LOC: 3227=60 (Port of arrival) or 5 (Port of departure), C517: 3225 (UN/LOCODE)**	3. Date of arrival/departure **SG4-DTM: C507: 2005=178 (TA), =186 (TD): 132 (ETA): 133 (ETD): 2380 (CCYYMMDDHHMM): 2379=203**
4. Flag State of ship **SG4-TDT: C222: 8453**		5. Last port of call/Next port of call **LG4-LOC: 3227=125 or 61, C517: 3225**	
6. Number of persons on board. **HS-QTY: C186: 6063=115, 6060 (Nos. of crew)**	7. Period of stay **SG4-DTM: C507: 2005= 373: 2380 (DDHHMM): 2379=306**		
8. Name of article **SG14- GID: 1496, FTX: 4451=AAA: C108: 4440**	9. Quantity **SG14-MEA: 6311=AAA, C174:6411(UNECE/Rec.20), 6314**	10. Location on board **SG14-LOC:3227=14: C517: 3224**	11. Official use

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12. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message)

3.3.2 Message Implementation Guideline for CUSCAR (Option 2)

The following information should be used to complete the CUSCAR when transmitting Ship's Stores Declaration data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
799 for Ship's Stores Declaration – equivalent to IMO/FAL3

1.1 *Name of ship:* the TDT Transport Details segment (SG4) can be used in the CUSCAR indicating the name (C222: DE 8212) and 8051 (Transport stage code qualifier)=20 (Main-carriage transport).

1.2 *IMO number:* the TDT Transport Details segment (SG4): C222: 8213 (Transport means identification name identifier) can be used indicating the IMO number Identification.

1.3 *Call sign:* can be entered in the COM segments (SG3) as COM: C076: 3148 (Call sign), 3155=AW under the NAD segment (SG2) as NAD: 3035=CA, C080: 3036 (Name of ship, if necessary).

1.4 *Voyage number:* the TDT Transport Details segment (SG4) can be used in indicating the Voyage Number (DE 8028).

2. *Port of arrival/departure:* can be indicated by the LOC segment (SG4) qualified by (3227: 5=Port of departure, 60=Port of arrival) using UNECE/Rec.16 (UN/LOCODE) in C517: DE 3225. If full location name is necessary, C517: DE 3224 can be used.

3. *Date of arrival/departure:* can be entered into the DTM segment (SG4) by using qualifier C507: DE 2005=132 (ETA), 178 (actual arrival date), 133 (ETD), 186 (actual departure date) and Date/time text in the format of CCYYMMDDHHMM in C507: DE 2380 and DE 2379=203 (Date/time format code)

4. *Flag State of ship*, use the TDT segment (SG4) C222: 8453 (Transport means nationality code) by using UNECE/Rec.3 (= ISO 3166 Country code).

5. *Last port of call/Next port of call* in the LOC segment (SG4) to be entered indicating qualifier 3227=125 (Port arrived from), 61 (Port of discharge) using UNECE/Rec.16 (UN/LOCODE) in C517: DE 3225. If the full name is required this be done through DE 3224.

6. *Number of persons on board* the QTY segment (Header Section) should be used (C186-qualifier: 6063=115 (number of crew/persons) and in DE 6060 (the number of people).

7. *Period of stay* can be placed in the DTM segment (SG4 – DTM – C507) indicating qualifier: C507: 2005=373 (Mooring, date and time) and DE 2379 (Date or time or period format code)= 306 then DE 2380 is the period of stay in the format of DDHHMM.

The following item 8 -11 should be repeated by article in ship's stores:

8. *Name of article* can be given in the FTX segment under SG14 indicating qualifier 4451= AAA (goods item description) and C108: DE 4440= Name of article.

9. *The quantity* can be given in the MEA segment under SG14 – 6311 = AAA (Line item measurement), C174, using DE 6411 (Measurement unit code – UNECE/Rec.20 to be used), 6314(measurement).

10. *Location on board* can be indicated in the LOC segment under SG14 qualifying DE 3227=14 (Goods item storage location), and C517: 3224 (Location name in free text).

11. *Official use* (Message sender does not need to fill up in this column. Message recipient will take necessary action after it was received)

12. *Date and signature of master, authorized agent or officer:* DTM segment (Header Section), C507: DE 2005=564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code)=102 (CCYYMMDD) to be used and entered. Signature is not needed for EDI message.

3.3.3 FAL Form 3 – CUSCAR (Option 2) Mapping Table

Note: The following list is numbered to be consistent with the responding box in the IMO Ship's Stores Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

Option 2 – CUSCAR Base

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header section	BGM		C002: 1001 = 799 (Ship's stores declaration)		
12. Date and signature by master, authorized agent or officer		DTM	C507: 2005 = 564 (Signature date)	C507:2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature not needed.
6. No. of persons on board		QTY	C186: 6063= 115 (numbers of crew)	6060 (Quantity)		
	SG2: NAD-DTM-SG3	NAD	3035=CA (Carrier)			
1.3 Call sign	SG3	CTA	3139=CA (Carrier)			
		COM		C076:3148 (Call sign)	3155=AW	
Transport details	SG4: TDT-LOC-DTM	TDT	8051=20 (main carriage transport)			
1.4 Voyage number			8028 (Voyage number).			
1.2 IMO number				C222:8213 (IMO number)		

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
1.1 Name of Ship					8212 (Name of ship)	
4. Flag State of ship					8453 (Country code)	UNECE/ Rec. 3 (ISO 3166 Country code)
2. Port of arrival/ departure		LOC	3227= 60 (port of arrival)	C517: 3225 (UN/LOCODE)	3224 (Location name)	UNECE/ Rec.16 to be used. *3227=5 (port of departure)
5. Last port of call/Next port of call		LOC	3227= 125 (Last port)	C517: 3225 (UNLOCODE)	3224 (Location name)	*3227=61 (Next port)
3. Date of arrival/ departure		DTM	C507: 2005 = 138 (TA)	C507: 2380 (date/time in CCYYMMDDHHMM)	2379= 203	*2005= 132 (ETA) 133 (ETD) 136 (TD)
7. Period of stay		DTM	C507: 2005= 373 (Mooring, date and time)	2380 (period of stay in DDHHMM format)	2379= 306 (DDHHMM)	
Item 8-11 to be entered by article wise.						
	SG14: GID-PAC-HAN-FTX-MEA-MOA-SGP-DGS-PCI-CST-LOC-TMD-SG15-SG16	GID	1496			
8. Name of article		FTX	4451= AAA, (Goods item description)	C108: 4440 (Name of article)		
9. Quantity		MEA	6311= AAA (Line item measurement)	C174: 6411 (Measurement unit code*)	6314 (Measure)	*UNECE/ Rec.20 to be used.
10. Location on board		LOC	3227= 14 (Goods item storage location)	C517: 3224 (location name)		
11. Official Use		FTX				No need to input.

Usage notes: The ship's stores declaration is requested upon arrival and most of the times departure of the vessel in a port. In quite a number of ports the stores are sealed by customs to ensure proper control on excise. Under these circumstances the document is used for tax control purposes. It is envisaged that this message will in the near future not be sent in EDI format for customs purposes only. Commercial usage might indeed become a possibility for reasons of purchasing fresh stores.

The possibility of using ad hoc internet related solutions might in the future also be a consideration whilst in that case the documents can be made in a proprietary format giving the needed data as described above. It is strongly recommended to limit the requested data to the items mentioned above.

4. IMO Crew's Effects Declaration

FAL Form 4 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2008 amendments to the Annex of the Convention.

FAL Forms 4 and 5 can be merged and should be submitted to both immigration and customs authorities at the same time.

4.1 FAL Form 4 – IMO Crew's Effects Declaration

The recommended EDI format for the crew's effects declaration is the UN/EDIFACT Passenger List Message (PAXLST).

Standard 2.5 – The Crew's effects declaration shall be the basic document providing information required by public authorities relating to crew's effects. It shall not be required on departure.

Standard 2.5.1 – Public authorities shall accept that the Crew's Effects Declaration is either both dated and signed by the master or by some other ship's officer duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned. The public authorities may also require each crew member to place his signature, or, if he is unable to do so, his mark, against the declaration relating to his effects.

Recommended Practice 2.5.2 – 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.

In accordance with IMO FAL FORM 4, the following information is required:

Note: The following list is numbered to be consistent with the corresponding box in the Crew's Effects Declaration.

1.1 Name of ship
1.2 IMO number
1.3 Call sign
1.4 Voyage number
2. Flag State of ship

The following data 3 to 7 should be repeated by the number of crewmembers:

3. No. (Sequence No.)
4. Family name, given names
5. Rank or rating
6. Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions (e.g. wines, spirits, cigarettes, tobacco, etc.)
7. Signature (*can be omitted for EDI*)

4.2 IMO Crew's Effect Declaration (Annotated with UN/EDIFACT data codes)

IMO CREW'S EFFECTS DECLARATION (PAXLST – Annotated)
BGM: C002-1001=744

Page No.

1.1 Name of ship **SG2-TDT: 8051=20, C222: 8212**
1.2 IMO number **SG2-TDT: C222: 8213**
1.3 Call sign **SG1 NAD: 3035=CA, CTA: 3139=CA, COM: C076: 3148, 3155=AW**
1.4 Voyage number **SG2-TDT: 8028**

2. Flag State of ship
SG2/TDT: C222: 8453

3. No.	4. Family name, given names	5. Rank or rating	6. Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions*	7. Signature
	SG4-NAD: 3035=FM: C058: 3124-3207(Nationality)	**SG4-ATT: 9017=5, C956: 9018**	**SG6-GID: 1496: C213: 7224, 7065, 7064, 7223=57, FTX: 4451=AAA, C108: 4440, QTY: C186: 6063=118, 6060, 6411**	6411 (UNECE/ Rec.20 to be used)

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8. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD)
(Signature not needed for EDI message).

* e.g. wines, spirits, cigarettes, tobacco, etc.

4.3 Message Implementation Guideline for "Crew's Effects Declaration" by using PAXLST

This Message Implementation Guideline for "Crew's Effects Declaration" can be combined with the MIG for "Crew List", because the same electronic message "PAXLST" is used. (See paragraph 5.4 Message Implementation Guideline for Crew List (PAXLST).)

The following information should be used to transmit "Crew's Effects Declaration" only in EDI format by using "PAXLST" message.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To use PAXLST for "Crew's Effects Declaration", in the BGM segment under Header Section, C002:1001 (Document name code) = 744 (Crew's effects declaration) should be indicated.

1.1 The TDT segment (SG2) provides *the name of ship* (C222: DE 8212) with 8051=20 (Main-carriage transport).

1.2 The TDT segment (SG2) provides *the IMO number* of the ship (C222: DE 8213 & 3055=54, IMO).

1.3 *Call sign* can be entered in the COM segment (SG1), as COM: C076: DE 3148=Call Sign, DE 3155=AW under the NAD segment (SG1) as NAD: 3035=CA and C080: 3036 (Name of ship in text, if necessary).

1.4 The TDT segment (SG2) provides *the Voyage number* in DE 8028 (Means of transport journey identifier).

2. *Flag State of ship* to be indicated in the TDT segment (SG2) by using C222: DE 8453 (Transport means nationality code) by using UNECE/Rec.3 (= ISO 3166 Country code).

The following data 3 to 7 should be repeated by the number of crews:

3. No. (This seems to be just sequence number and not required on an EDI message.)

4. *The family name and given name* can be entered in the NAD segment (SG4), indicating Qualifier 3035=FM (Crewmember), C058: DE 3124 (family and given names). The DE 3207 can be used for *the nationality of the crew member*.

5. *The rank or rating* can be given through the ATT (attribute segment) (SG4) where the qualifier 9017 (Attribute function code qualifier) should be 5 (Professional title) and C956: DE 9018 (attribute description) gives the ranking (e.g. master, chief officer, chief engineer, etc., in text).

6. "*Effects ineligible for relief from customs duties and taxes or subject to prohibitions and restrictions (e.g. wines, spirits, cigarettes, tobacco, etc.)*" can be given in the GID-FTX-QTY segments under SG6,

   GID: DE 1496 (Goods item number) = Sequence No., C213: DE 7224 (Package quantity): DE 7065 (package type description code), DE 7064 (Type of packages in text, "e.g. bottle"): DE 7223 (Packaging related description code, "e.g. 57, Customs requirement").

   In the FTX segment, 4451=AAA (Goods item description): C108: DE 4440 (Free text, "e.g. wine") and

In the QTY segment, C186: DE 6063 (Quantity type code qualifier) = 118 (Quantity manifested): DE 6060 (Quantity) and DE 6411 (Measurement unit code, UNECE/Rec.20).

7. Signature. Signature is not needed for EDI message.

8. Date and Signature by master, authorized agent or officer. The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

4.4 FAL Form 4 – PAXLST Mapping Table

Note: The following list is numbered to be consistent with the responding box in the Crew's Effects Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

Usage notes: The information contained in FAL Form 4 might upon request from the public authorities be added to FAL Form 5 the IMO crew list Crew member signatures are not required when submitting the information in FAL Form 4 by electronic message.

There are possibilities to send this information through e-mail in advance to those parties requesting this information. It is strongly recommended to limit the requested information to the data indicated above

PAXLST for Crew's Effects Declaration

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section	BGM		C002: 1001=744 (Crew's Effects Declaration)		
8. Date and signature by master, authorized agent or officer		DTM	C507:2005=564 (Signature date)	C507:2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature not needed.
	SG1: NAD-CTA-COM	NAD	3035=CA (Carrier)			
		CTA	3139=CA (Carrier)			
1.3 Call Sign		COM		C076: 3148 (Call sign)	3155= AW	
	SG2: TDT-DTM-SG3	TDT	8051=20 (main-carriage transport)			
1.4 Voyage number			8028 (Means of transport journey ID)			
1.2 IMO number				C222: 8213 (Transport means identification name identifier)		

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
1.1 Name of Ship					8212 (Transport means identification name)	
2. Flag State of ship					8453 (Transport means nationality code)	UNECE/ Rec.3 (IS 3166 Country code)
The following data 3 to 7 should be repeated by the number of crews:						
3. No.	SG4:					No need
4. Family name, given names	NAD-ATT-DTM-MEA-GEI-FTX-LOC-COM-EMP-NAT-RFF-SG5-SG6-SG7	NAD	3035=FM (Crew member)	C058: 3124 (family name & given name)		
Nationality			3207 (Country identifier)			UNECE/ Rec.3 to be used.
5. Rank or rating		ATT	9017=5 (Professional title)	C956: 9018 (attribute description in text)		
6. Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions*	SG6: GID-FTX-QTY	GID	1496 (Goods item number= Sequential number)			
6.1 Wine, spirits				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
6.2 Cigarettes, tobacco		GID	1496 (Goods item number= Sequential number)			
				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of	

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
					package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
6.3 Perfume		GID	1496 (Goods item number= Sequential number)		7224 (Package quantity) 7064 (Type of package)	
				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
7. Signature						No need

5. IMO Crew List

FAL Form 5 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2008 amendments to the Annex of the Convention.

5.1 FAL Form 5 – IMO Crew List

The recommended EDI format of the Crew List is the UN/EDIFACT Passenger List Message (PAXLST). This message permits the transfer of information relating to the number and composition of the crew on the arrival and departure of a ship to the public authorities.
A crew list message can be transmitted as:

- Arrival list
- Departure list
- Combined arrival and departure, for ships with a short duration of stay in port subject to approval of the public authorities.

Standard 2.6 – The Crew List shall be the basic document required by public authorities containing data relating to the number and composition of the crew on the arrival and departure of a ship.

Standard 2.6.1 – In the crew list, public authorities shall not require more than the following data:

Note: The following list is numbered to be consistent with the corresponding box in the IMO Crew List Declaration.

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. Last port of call

The following data 6 to 11 should be repeated by the number of crews:

6. No. (Sequence No.)
7. Family name, given names
8. Rank or rating
9. Nationality
10. Date and place of birth
11. Nature and No. of identity document (seaman's passport)

5.2 IMO Crew List (PAXLST – Annotated with UN/EDIFACT data codes)

IMO CREW LIST (Annotated)
HS – BGM, C002, 1001 = 250 (Crew List)

			☐ Arrival	☐ Departure	Page No.
1.1 Name of ship **SG2-TDT: 8051=20, C222: 8212** 1.2 IMO number **SG2-TDT: C222: 8213** 1.3 Call sign **SG1- NAD: 3035=CA, CTA: 3139=CA, COM: C076: 3148, 3155=AW** 1.4 Voyage number **SG2-TDT: 8028**			2. Port of arrival/ departure **SG3-LOC:3227=60 or 5, C517: 3225, 3224**	3. Date of arrival/departure **SG3-DTM: C507: 2005=132(ETA) or 178(TA) or 133(ETD) or 133 (ETD) or 186 (TD), 2380, 2379=203(CCYYMMDDHHMM)**	
4. Flag State of ship **SG2-TDT: C222: 8453**			5. Last port of call **SG3-LOC:3227=125, C517: 3225 (code):3224 (name)**		
6. No.	7. Family name, given names	8. Rank or rating	9. Nationality	10. Date and place of birth	11. Nature and No. of identity document (seaman's passport)
	SG4-NAD-3035=FM, C508: 3124	**SG4-ATT: 9017= 5, C956: 9018**	**SG4-NAT: 3493=2: C042: 3293 (Country code): 3292 (name)**	**SG4-DTM: C057: 2005=329:2380 (CCYYMMDD): 2379=102**	**SG5-DOC: C002: 1001=36 (Identity card) or 39 (Passport), C503: 1004 (Doc. Id.), DTM: C507: 2005=182 & 36, 2380, 2379=102**
				SG4-LOC: 3227=180, C517: 3225, 3224	

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12. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message)

5.3 Message Implementation Guideline for "Crew List" by using PAXLST

The following information should be used to transmit IMO Crew List Data in EDI format through PAXLST.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To use PAXLST for both of "Crew's Effects Declaration" and "Crew List", in the BGM segment under HS, C002: 1001 (Document name code) = 250 (Crew list declaration) or 744 (Crew's effects declaration) should be indicated. *(Note: Otherwise, a new document name code for both of Crew's Effects Declaration & Crew List should be requested.)*

1.1 *Name of ship:* TDT segment (SG2) as TDT: 8051=20, then C222: DE 8212 (name of ship).

1.2 *IMO number:* TDT segment (SG2) provides the IMO number of the ship (C222: DE 8213 & 3055=54, IMO).

1.3 *Call sign:* can be entered in the COM segment (SG1) as COM: C076: DE 3148=Call Sign, DE 3155=AW under the NAD segment, as NAD: 3035=CA.

1.4 *Voyage number:* TDT segment (SG2) provides the Voyage number (DE 8028).

2. *Port of arrival/departure:* the LOC segment (SG3) can be used indicating Qualifier 3227=60 (Place of Arrival) or 5 (Place of departure) to be used and C517: DE 3225 (Location identifier) by using UN/LOCODE (UNECE/Rec.16) and if necessary Location name into DE 3224.

3. *Date of arrival/departure:* DTM segment (SG3) will indicated the date and time by using C507: qualifier 2005 (Date/time/period function code qualifier) =132 (ETA), 133 (ETD), 178 (TA) or 186 (TD), and Date/time to be entered into DE 2380 in the format of CCYYMMDDHHMM by using Date/time format code 2379=203.

4. *Flag State of ship:* to be indicated in the TDT segment (SG2) by using C222: DE 8453 (transport means nationality code). UNECE/Rec.3 (= ISO 3166 Country code) to be used for Country code.

5. *Last port of call:* can be given with the UN/LOCODE in the LOC segment (SG3) by qualifying 3227=125 (Last port of call of conveyance), C517: DE 3225 (Location identifier = UN/LOCODE) and if necessary, DE 3224 (Location name in text).

The following data 6 to 11 should be repeated by the number of crews:

6. *No.* (This seems to be just sequence number. So no need to enter.)

7. *Family name and given name:* can be indicated in the NAD segment (SG4), indicating Qualifier 3035=FM (Crewmember), C058: DE 3124 (family and given names). The DE 3207 provides the information about the nationality of the crew member.

8. *Rank or rating:* can be given through the ATT (attribute segment) (SG4) where the qualifier 9017 (Attribute function code qualifier) should be 5 (professional title) and C956: DE 9018 (attribute description) gives the ranking (e.g. master, chief officer, chief engineer, etc., in text).

9. *Nationality:* of the crew member can be given through the NAT segment (SG4) indicating DE 3493 (Nationality code qualifier) = 2 (Current nationality) and C042: DE 3293 (Nationality name code). UNECE/Rec.3 (=ISO 3166 Country code) as a nationality name code to be entered into C042: DE 3293 and if necessary, DE 3292 can be used for Nationality name in text.

10. *Date and place of birth:* should be given in the DTM Date/Time segment (SG4), C507: DE 2005 (Date/time/period function code qualifier) = 329 (Person birth date/time) DE 2380 will give the birth date in CCYYMMDD format indicated and DE 2379 (Date/time/period format code)=102.

    Place of birth can be given in the LOC segment (SG4), indicating 3227 (Location function code qualifier)=180 (Place of birth) and C517: DE 3225 (Location identifier) in accordance with the UN/LOCODE (UNECE/Rec.16) and if necessary, DE 3224 (Name of the place) to be used.

11. *Nature and number of ID document:* can be given in the DOC segment (SG5), C002: DE 1001 (Document name code) = 36 (Identity card) or 101 (registration document) or 39 (Passport), then the No. of identity document to be entered into C503: DE 1004 (Document identifier). Also if necessary, "Issue date" and "Expiry date" of ID document can be given in the DTM segment (SG5), as DTM: C507: DE 2005 = 36 (Expiry date) and 182 (Issue date), then DE 2380 gives the date in CCYYMMDD format and DE 2379=102.

12. *Date and Signature by master, authorized agent or officer.* The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

13. (Crew's Effects Declaration, 6.) "Effects ineligible for relief from customs duties and taxes or subject to prohibitions and restrictions (e.g. wines, spirits, cigarettes, tobacco etc.)" can be given in the GID-FTX-QTY segments (SG6), GID: DE 1496 (Goods item number) = Sequence No., C213: DE 7224 (Package quantity, "e.g. 3"): DE 7064 (Type of packages in text, "e.g. bottle"): DE 7223 (Packaging related description code, "e.g. 57, Customs requirement"). In the FTX segment, 4451=AAA (Goods item description): C108: DE 4440 (Free text, "e.g. wine") and C186: DE 6063 (Quantity type code qualifier) = 118 (Quantity manifested): DE 6060 (Quantity) and DE 6411 (Measurement unit code, UNECE/Rec.20) in the QTY segment.

5.4 FAL Form 5 (including Form 4) vs PAXLST Mapping Table

Note: The following list is numbered to be consistent with the responding box in the IMO Crew List and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

FAL Form 5 can be submitted by using one message "PAXLST" together with FAL Form 4.

PAXLST for IMO Crew List & Crew's Effects Declaration

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section	BGM		C002: 1001=250 (Crew List)		
12. Date and signature by master, authorized agent or officer		DTM	C507:2005= 564 (Signature date)	C507:2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature, no need

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
1.3 Call Sign	SG1: NAD-CTA-COM	NAD	3035=CA (Carrier)			
		CTA	3139=CA (Carrier)			
		COM		C076: 3148 (Call sign)	3155 = AW	
Transport information	SG2: TDT-DTM-SG3	TDT	8051=20 (main-carriage transport)			
1.4 Voyage number			8028 (Means of transport journey ID)			
1.2 IMO number				C222: 8213 (Transport means identification name identifier)		
1.1 Name of Ship					8212 (Transport means identification name)	
4. Flag State of ship					8453 (Transport means nationality code)	UNECE/ Rec.3 (IS 3166 Country code) to be used.
2. Port of arrival/departure	SG3: LOC-DTM	LOC	3227= 60 (place of arrival),	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 (UNLOCODE) 3227=5 (Place of departure)
3. Date of arrival/departure		DTM	C507: 2005 = 132 (ETA) 178 (TA)	2380 (date/time in CCYYMMDDHHMM)	2379 = 203	2005= 186 (TD) 133 (ETD)
5. Last port of call		LOC	3227=125 (last port of call)	3225 (UNLOCODE)	3224 (location name)	UNECE/Rec.16
		DTM	C507: 2005 = 186 (TD)	2380 (date/time in CCYYMMDDHHMM)	2379 = 203	
The following data 6 to 11 should be repeated by the number of crews:						
6. No.						No need
7. Family name, given names	SG4: NAD-ATT-DTM-MEA-GEI-FTX-LOC-COM-EMP-NAT-RFF-SG5-	NAD	3035=FM (Crew member)	C058: 3124 (Family name, given names)		3035= FL (Passenger)
8. Rank or rating		ATT	9017 = 5 (Professional title)	C956: 9018 (Attribute description)		

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
	SG6-SG7					
10.1 Date of birth		DTM	C507: 2005 =329 (Person birth date & time)	2380 (date/time: in CCYYMMDD format)	2379 = 102 (CCYYMMDD)	
10.2 Place of birth		LOC	3227=180 (Place of birth)	C517: 3225 (UNLOCODE)*	3224 (Location name)	*UNECE/ Rec.16 to be used.
9. Nationality		NAT	3493 = 2 (Current nationality)	C042: 3293 (Nationality name code)*	3292 (Nationality name)	*UNECE/ Rec.3 (ISO 3166 Country code) to be used
11. Nature and No. of identity document (seaman's passport)	SG5: DOC-DTM-GEI-RFF-LOC-CPI-QTY	DOC		C002: 1001 = 36 (Identity card) 39 (Passport)	1000 (Document name)	1001=101 (Registration document)
				C503: 1004 (Document identifier)		
		DTM	C507 : 2005= 36 (Expiry date) 182 (Issue date)	2380 (date/time: in CCYYMMDD format)	2379 = 102 (CCYYMMDD)	
When Crew's Effects Declaration is combined with Crew List.						
6. Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions*	SG6: GID-FTX-QTY	GID	1496 (Goods item number= Sequential number)			
6.1 Wine, spirits				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
6.2 Cigarettes, tobacco		GID	1496 (Goods item number=			

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
			Sequential number)			
				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
6.3 Perfume		GID	1496 (Goods item number= Sequential number)		7224 (Package quantity) 7064 (Type of package)	
				C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package) 7223 (Packaging related description code) = 57 (Customs requirement)	
		FTX	4451=AAA (Goods item description)	C108: 4440 (Free text)		
		QTY	C186: 6063= 118 (Quantity manifested)	6060 (Quantity)	6411 (Measurement unit code)*	*UNECE/ Rec.20 to be used
7. Signature						No need

Usage notes: Presently the crew list is one of the documents, which can be and is sent from the vessel to the immigration office quite often through the intermediary of the local office or agents using e-mail and Inmarsat solutions. Whilst this is a very good and even advisable solution it is recommended that public authorities restrict themselves to the information requirements indicated above. It is recommended that public authorities do publish the e-mail address where this information can be sent and the format in which the information is acceptable.

For instance presently a lot of use is made of spreadsheets such as Excel but also ASCII and Word processor documents are accepted. Vessels are advised always to use attachments to e-mail to convey the required crew list information.

It is recommended that public authorities do indicate the preferred layout and sequence of data. In some ports the preferred sequence is alphabetical whilst in other ports the ranking starting with the master is the used sequence of names.

6. IMO passenger list

FAL Form 6 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2008 amendments to the Annex of the Convention.

6.1 FAL Form 6 – IMO Passenger List

The recommended EDI format of the Passenger List is the UN/EDIFACT PAXLST (passenger list message).
This message permits the transfer of information relating to passengers on the arrival and departure of a ship to the public authorities.

A passenger list can be transmitted as:

- Arrival list
- Departure list
- Combined arrival and departure list for ships with a short duration of stay in port subject to approval from the public authorities concerned.

Standard 2.7 – The passenger list shall be the basic document required by public authorities containing the data relating to passengers on the arrival and departure of a ship.

Recommended Practice 2.7.3 – In the passenger list, public authorities should not require more than the following data:

Note: The following list is numbered to be consistent with the corresponding box in the IMO Passenger List Declaration.

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, given names
6. Nationality
7. Date and place of birth
8. Type of identity or travel document (Normally Passport No.)
9. Serial number of identity document (Normally Passport No.)
10. Port of embarkation
11. Port of disembarkation
12. Transit passenger or not (Yes or No)

6.2 IMO Passenger List (PAXLST – Annotated with UN/EDIFACT data codes)

IMO PASSENGER LIST (PAXLST – Annotated)

BGM: C002-1001=745

Page No.

☐ Arrival ☐ Departure

1.1 Name of ship **SG2-TDT: 8051=20, C222: 8212** 1.2 IMO number **SG2-TDT: C222: 8213** 1.3 Call sign **SG1- NAD: 3035=CA, C080: 3036, COM: C076: 3148, 3155=AW** 1.4 Voyage number **SG2-TDT: 8028**		2. Port of arrival/departure **SG3-LOC:3227=60 or 5, C517: 3225, 3224**	3. Date of arrival/departure **SG3-DTM: C507: 2005= 132(ETA) or 178(TA) or 133(ETD) or 186 (TD), 2380, 2379=203(CCYYMMDDHHMM)**				
4. Flag State of ship **SG2-TDT:8453**							
5. Family name, given names	6. Nationality	7.Date and place of birth	8.Type of identity document	9. Serial number of identity document	10. Port of embarkation	11. Port of disembarkation	12. Transit passenger or not
SG4-NAD: 3035=FL or DDU (transit passenger), C508: 3124	**SG4-NAT: 3493=2, C042: 3293 (Country code), 3292**	**SG4-DTM: 2005 =329:2380(CCYYMMDD): 2379=102**	**SG5-DOC:1001=39(Passport): C503:1004**		**SG4-LOC:3227=178 (Place of embarkation), C517: 3225, 3224**	**SG4-LOC:3227=179 (Place of disembarkation), C517: 3225, 3224**	**SG6-NAD:3035= FL (passenger) or DDU (in transit)**
		SG4-LOC: 3227=180, C517: 3225:3224					

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13. Date and signature by master, authorized agent or officer
HS-DTM: C507–2005=564: 2380=CCYYMMDD: 2379=102 (CCYYMMDD) (Signature not needed for EDI message)

6.3 Message Implementation Guideline for Passenger List (PAXLST)

The following information should be used to transmit IMO Passenger List Declaration Data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
745 for Passenger List – equivalent to IMO/FAL6

1.1 *Name of ship:* TDT segment (SG2) provides the name of ship in C222: DE 8212 after designating DE 8051=20.

1.2 *IMO number:* TDT segment (SG2) provides the IMO number of the ship (C222: DE 8213 & 3055=54, IMO).

1.3 *Call sign:* can be entered in the COM segment (SG1) (C076: DE 3148=Call Sign, DE 3155 =AW) under the NAD segment (SG1), NAD: 3035=CA, C080: 3036.

1.4 *Voyage number:* TDT segment (SG2) provides the Voyage number (DE 8028).

2. *Port of arrival/departure:* to be entered in the LOC segment (SG3), as Qualifier 3227=60 (Place of Arrival) or 5 (Place of departure) to be used and UN/LOCODE to be entered into C517: DE 3225 and if necessary, Location name into DE 3224.

3. *Date of arrival/departure:* DTM segment (SG3) will be indicated the date and time by using qualifier 2005 (Date/time/period function code qualifier) = 132 (ETA), 133 (ETD), 178 (TA) or 186 (TD) under C507, and Date/time to be entered into C507: DE 2380 in the format of CCYYMMDDHHMM by using Date/time format code DE 2379=203.

4. *Flag State of ship:* to be indicated in the TDT segment (SG2) in C222: DE 8453 (transport means nationality code) by using UNECE/Rec.3 (= ISO 3166 Country code).

The following 5 to 12 data should be repeated by the number of passengers:

5. *Family name and given name*: can be indicated in the NAD segment (SG4), indicating Qualifier 3035=FL (Passenger), C058: DE 3124 (family and given names). If a passenger is in-transit passenger, Qualifier 3035=DDU (in transit) should be used instead of "FL".

6. *Nationality of the passenger:* can be given through the NAT segment (SG4) indicating DE 3493 (Nationality code qualifier) = 2 (Current nationality) and C042: DE 3293 (Nationality name code by UNECE/Rec.3 = IS 3166) and DE 3292 (country name in text).

7. *Date and place of birth:* should be given in the DTM Date/Time segment (SG4), C507: DE 2005 (Date/time/period function code qualifier) = 329 (Person birth date/time), DE 2380 will give the birth date in CCYYMMDD format indicated under DE 2379 (Date/time/period format code) = 102.

   Place of birth can be given in the LOC segment (SG4), indicating 3227 (Location function code qualifier) = 180 (Place of birth) and C517: DE 3225 (Location identifier) in accordance with the UN/LOCODE (UNECE/Rec.16) and if necessary, DE 3224 (Name of the place) to be used.

8& 9. *Type of identity or travel document:* can be given in the DOC segment (SG5), C002: DE 1001 (Document name code) = 36 (Identity card) or 101 (registration document) or 39 (Passport) and 1000 (Document name, if necessary). *Serial number of identity document:* to be entered into C503: DE 1004 (Document identifier) in the DOC segment (SG5). Also if necessary, Issue date and Expiry date of ID document can be given in the DTM segment (SG5), C507: DE 2005 = 36 (Expiry date) and 182 (Issue date), then DE 2380 gives the date in CCYYMMDD format and DE 2379=102 (CCYYMMDD)

10. *Port of embarkation:* can be given in the LOC segment (SG4) indicating the Qualifier 3227=178 (place of embarkation) and C517: DE 3225 for UN/LOCODE, for Location name, if necessary, DE 3224 to be used.

11. *Port of disembarkation:* to be indicated in LOC segment (SG4) indicating the Qualifier 3227=179 (place of disembarkation) with UN/LOCODE in C517: DE 3225 and if necessary, DE 3224 to be used for entering Location name.

12. "*Transit passenger or not*"*:* information can be entered into DE 3035 (Party function code qualifier) of the NAD segment (SG4) using code DDU (In transit passenger). *(See item 5 above).*

13. *Date and signature by master, authorized agent or officer*: The date of Signature can be entered in the DTM segment (in Header Section) by using C507: DE 2005 = 564 (Signature date), DE 2380 (date in CCYYMMDD format) and DE 2379 (Date/time format code) = 102 (CCYYMMDD). Signature is not necessary for electronic transmission.

Recommended Practice 2.7.4 – A list compiled by the shipowners for their own use should be accepted in place of the Passenger List, provided it contains at least the information required in accordance with Recommended Practice 2.7.3 and is dated, signed or authenticated in accordance with IMO FAL Standard 2.7.5.

Standard 2.7.5 – Public authorities shall accept that the Passenger List is either both dated and signed by the master, the ship's agent or some other person duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned.

6.4 FAL Form 6 – PAXLST Mapping List

Note: The following list is numbered to be consistent with the responding box in the IMO Passenger List Declaration and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

PAXLST for IMO Passenger List

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header section	BGM		C002: 1001 (Document name code) = 745		
13. Date and signature by master, authorized agent or officer		DTM	C507:2005= 564 (Signature date)	C507:2380 (date in CCYYMMDD format)	2379=102 (CCYYMMDD)	Signature no need
1.3 Call Sign	SG1: NAD-CTA-COM	NAD	3035=CA (Carrier)			

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
		CTA	3139=CA (Carrier)			
		COM		C076: 3148 (Call sign)	3155 = AW	
1.4 Voyage number	SG2: TDT-DTM-SG3	TDT	8051=20 (main-carriage transport)	8028 (Means of transport journey ID)		
1.2 IMO number				C222: 8213 (Transport means identification name identifier)		
1.1 Name of Ship					8212 (Transport means identification name)	
4. Flag State of ship					8453 (Transport means nationality code)	UNECE/ Rec.3 (IS 3166 Country code)
2. Port of arrival/departure	SG3: LOC-DTM	LOC	3227= 60 (port of arrival),	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 3227=5 (port of departure)
3. Date of arrival/departure		DTM	C507: 2005 = 132 (ETA) 178 (TA)	C507:2380	2379 = 203 (CCYYMMDDH HMM)	2005= 133 (ETD) 186 (TD)
5. Family name, given names	SG4: NAD-ATT-DTM-MEA-GEI-FTX-LOC-COM-EMP-NAT-RFF-SG5-SG6-SG7	NAD	3035=FL (Passenger) or DDU (In transit passenger)	C058: 3124 (Family name, given names)		
12. Transit passenger or not			See above.			
7.2 Date of birth		DTM	C507: 2005= 329 (Person birth date)	2380 (e.g. 19380429)	2379 = 102 (CCYYMMDD)	
7.1 Place of birth		LOC	3227=180 (Person birth location)	C517: 3225 (UNLOCODE)	3224 (Location name)	UNECE/ Rec. 16
10. Port of embarkation		LOC	3227=178, (Place of embarkation)	C517: 3225 (UNLOCODE)	3224 (Location name)	
11. Port of disembarkation		LOC	3227=179. (Place of dis-embarkation)	C517: 3225 (UNLOCODE)	3224 (Location name)	
6. Nationality		NAT	3493 = 2 (Current nationality)	C042: 3293 (Nationality name code)*	3292 (Nationality name)	*UNECE/ Rec.3 (ISO 3166 Country code)

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
8. Type of identity document	SG5: DOC-DTM-GEI-RFF-LOC-CPI-QTY	DOC		C002: 1001 = 36 (Identity card) 39 (Passport) 101 (Registration document)	1000 (Document name)	
9. Serial number of identity document					C503: 1004 (Document identifier)	
Issue date of ID document		DTM	C507: 2005= 36 (Expiry date)	2380	2379=102 (CCYYMMDD)	
*Expiry date of ID document		DTM	C507: 2005= 182 (Issue date)	2380	2379=102 (CCYYMMDD)	

Note: Notification of stowaways can be made for example, by using a passenger list with the title amended to "stowaway list."

Usage notes: The passenger list is one of the documents, which can be sent from the ship to the public authorities concerned. This can be done through the intermediary of the local office or agent of the shipping line. It is recommended that the public authorities do publish the e-mail address where this information should be forwarded. Also the required format for instance ASCII or Excel should be indicated.

7. IMO Dangerous Goods Manifest

FAL Form 7 to be included in appendix 1 to the Annex of the Convention following the entry into force of the 2008 amendments to the Annex of the Convention.

The recommended EDI format for the IMO Dangerous Goods Manifest is the UN/EDIFACT International Forwarding and Transport Dangerous Goods Notification message (IFTDGN).

The "PROTECT" message implementation guide Version 2.0 (PROTECT 2.0 – PART II – IFTDGN2.0) of this message contains the full documentation to fulfil the information requirements of a dangerous goods manifest. IMO FAL recommends this guide as an EDI equivalent of FAL Form 7 Dangerous Goods Manifest. The message permits the transfer of information required by public authorities relating to dangerous goods of a ship on arrival and departure.

This PROTECT 2.0 Guide can be downloaded from the following site: http://www.smdg.org/

7.1 FAL Form 7 – Dangerous Goods Manifest

The recommended EDI format for the IMO Dangerous Goods Manifest is the UN/EDIFACT International Forwarding and Transport Dangerous Goods Notification message (IFTDGN). The "PROTECT" message implementation guide Version 2.0 (PROTECT 2.0 – PART II – IFTDGN 2.0) of this message contains the full documentation to fulfil the information requirements of a dangerous goods manifest. IMO FAL recommends this guide as an EDI equivalent of FAL Form 7 Dangerous Goods Manifest. The message permits the transfer of information required by public authorities relating to dangerous goods of a ship on arrival and departure.

The basic items of information necessary for each dangerous substance, material, or article are:

- The proper shipping name
- The class and, when assigned, the division of the goods. In addition this may be followed by the class name
- The UN Number shown for the dangerous goods in the IMDG Code, preceded by the letters UN
- Where assigned, the packing group
- For class 7 radioactive material the class 7 schedule number
- Empty packaging, including portable tanks and bulk packaging, which contain the residue of dangerous goods should be so indicated by placing the words "EMPTY UNCLEANED" or "RESIDUE – LAST CONTAINED" before or after the proper shipping name
- If waste dangerous goods(other than radioactive wastes) are being transported for disposal, or for processing for disposal the proper shipping name should be preceded by the word "WASTE"
- The number and kind of packages and the total quantity of dangerous goods covered by the description (by volume or mass, and in the case of goods class 1 by the net explosives mass of the contents
- Minimum Flashpoint if 61degrees centigrade or below (c.c.)
- Subsidiary risk(s) not communicated in the proper shipping name
- If applicable the identification of the goods as "MARINE POLLUTANT"
- For a class 4.1 self-reactive substance or a class 5.2 organic peroxide, the control and emergency temperatures if applicable
- If dangerous goods are transported in salvage packaging, the words "SALVAGE PACKING" should be indicated together with the description of the goods

Example: FLAMMABLE, LIQUID, N.O.S. (Ethanol and dodecylphenol), class 3.2, UN 1993, P.G. II (-17 C c.c.), MARINE POLLUTANT, EmS No.

Standard 2.8 – The Dangerous Goods Manifest shall be the basic document providing public authorities with the information regarding dangerous goods.

Standard 2.8.1 – In the Dangerous Goods Manifest public authorities shall not require more than the following information:

Note: The following list is numbered to be consistent with the corresponding box in the Dangerous Goods Manifest.

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. Booking/Reference Number
6. Marks & Numbers •Container Id No(s). •Vehicle Reg. No(s).
7. Number and kind of packages
8. Proper Shipping Name
9. Class
10. UN No.
11. Packing Group
12. Subsidiary Risk(s)
13. Flashpoint (in °C, c.c.)
14. Marine Pollutant
15. Mass (kg) Gross/Net
16. EmS
17. Stowage position on board

18.1 Name of master
18.2 Place and date
19.1 Shipping Agent
19.2 Place and date

7.2 IFTDGN Principles

This message is meant to comply with the legal requirements of authorities concerning the notification/declaration of dangerous goods and the following principles should apply:

- One message relates to one conveyance/voyage of a means of transport.

- Remark: the message structure is aligned with the IFCSUM message (Forwarding and consolidation summary message).

- One message is to be suitable to declare both the dangerous goods to be discharged and loaded and the dangerous goods that remain on board (in transit). Only one handling operation per IFTDGN message can be reported, or a handling operation can be specified per consignment in IFTDGN.

- One message may relate to all dangerous goods information that the sender of the message is responsible for or to a certain part of that information; the information may be split in different messages, e.g. as it known at different times or the discharging information is sent separately from loading information or the information is split up in different messages for the different dangerous goods classes.

- One message is to be based on the local legal information requirements regarding the notification of dangerous goods to the (port) authority.

- N.B. This may mean that in a certain port the condition for a data element (or qualifier) that is conditional according to this specification is that the data element (or qualifier) becomes mandatory for that port.

- A dangerous goods notification message may contain several consignments.

- A consignment may contain several goods items/dangerous goods classes.

- Each goods item can only contain one dangerous goods class. A goods item reflects the operational description of the goods.

- A dangerous goods class may be transported in one or more means and a single means may contain one or more dangerous goods classes.

- The message has to cater for the provision of sending updates (change, deletion or cancellation).

Remark: To cover all dangerous goods information relating to one conveyance/voyage of a means of transport might imply accumulation of several Dangerous Goods Notification messages from the same or several agents/forwarders.

7.3 IMO Dangerous Goods Manifest (IFTDGN – Annotated with UN/EDIFACT data codes)

DANGEROUS GOODS MANIFEST (Annotated) Page Number (e.g. 5 of 7)

BGM: C002-1001=890 (IMO FAL Form 7)

(As required by SOLAS 74, chapter VII, regulations 4.5 and 7-2.2,
MARPOL 73/78, Annex III, regulation 4.3 and chapter 5.4, paragraph 5.4.3.1 of the IMDG Code)

1.1 Name of Ship **SG2-TDT: 8051=20, C222: 8212**	1.2 IMO Number **SG2-TDT: C222: 8213**	1.3 Call Sign **SG4-NAD: 3035=CA, SG5- CTA: 3139=CA, COM: C076: 3148 (Call sign), 3155=AW**

1.4 Voyage Number **SG2-TDT:8028**	2. Flag State of ship **SG2-TDT: C222: 8453**	3. Port of loading **SG3-LOC:3227=9, C517: 3225, 3224**	4. Port of discharge **SG7-LOC:3227=12, C517: 3225, 3224**

5.Booking/ Reference Number	6. Marks & Numbers Container Id. No(s) Vehicle Reg. No(s).	7. Number and Kind of Packages	8. Proper Shipping Name	9. Class	10. UN No.	11. Packing Group	12. Subsidiary Risk(s)	13. Flashpoint (in ºC,c.c.)	14. Marine Pollutant	15. Mass (kg) Gross/Net	16. EmS	17. Stowage Position on board
SG11-RFF: C506: 1153 (Reference code qualifier): 1154 (Ref. No.)	**For Marks & Nos.: SG12-PCI: C210: 7102 For Container Nos.: SG6-EQD: 8053=CN: C237: 8260 (Container No.). C224: 8155, 8154, 8077, 8249=2, 8169=5, 4233**	**SG12-GID: C213: 7224: 7064, 7065**	**SG14-FTX: 4451=AAD, C108: 4440**	**SG14-DGS 8273=IMD: C205: 8351**	**C234: 7124**	**8339**	**C236: 8246**	**C234: 7088**	**SG14-FTX 4451=AAC, C108: 4440**	**SG14-MEA 6311=WT, C502: 6313= AAB (gross) AAA (net), C174: 6314**	**SG14-DGS: 8364**	**SG14-LOC: 3227=147, C517: 3225 (location id.): 3224 (location name)**

18.1 Name of master **SG4-NAD:3035=CPE, C080: 3036**	19.1 Shipping agent **SG4-NAD:3035=CG, C058: 3124**
18.2 Place and date **SG3-LOC: 3227=91, C517:3225 (UN/LOCODE), 3224, DTM: C507: 2005=137: 2380 (CCYYMMDDHHMM):2379=102**	19.2 Place and date **SG3-LOC: 3227=91, C517:3225 (UN/LOCODE), 3224, DTM: C507: 2005=137, 2380 (CCYYMMDDHHMM), 2379=102**
20. Additional information: **SG2- FTX:4451=ACB,4440**	
Signature of master (Signature not needed for EDI message)	Signature of agent (Signature not needed for EDI message)

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7.4 Message Implementation Guideline for IFTDGN

The following information should be used to transmit Dangerous Goods Manifest data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) is used:
890 for Dangerous Goods Declaration – equivalent to IMO/FAL7

1.1 *Name of ship:* is to be placed in the TDT segment (SG2) with qualifier 8051 (Transport stage code qualifier) = 20 (Main- carriage transport), C222: 8213 (IMO number), 8212 (the name of ship), and Flag State of ship to be entered into DE 8453 (Transport means nationality code = UNECE/Rec.3 Country code).

1.2 *IMO number:* should be placed in DE 8213 under the TDT segment – C222. (See above 1.1.)

1.3 *Call sign* can be entered in the COM segment (SG5) – C076: DE 3148 (Call sign) and designate DE 3155 (Communication means type code = AW) under the NAD segment (SG4) as NAD: 3035=CA (Carrier), CTA: 3139=CA.

1.4 *Voyage number:* can be given DE 8028 (Means of transport journey identifier), under the TDT segment (SG2).

2. *Flag State of ship:* to be given in DE 8453 under the TDT segment (SG2) – C222 (See above 1.1.).

3. *Port of loading:* to be given in the LOC segment (SG3) (under SG2-TDT segment) with Qualifier 3227= 9 (port of loading) and C517: DE 3225 (UNLOCODE) & 3224 (name in text).

4. *Port of discharge:* to be given in LOC segment (SG7) with qualifier 3227=12 (port of discharge) and C517: DE 3225 (UNLOCODE) & 3224 (name in text). Destination, if applicable, to be given in the LOC segment under the CNI (Consignment Information) segment (SG7) with Qualifier 3227=7 (Place of delivery) and C517: DE 3225 (UNLOCODE) & 3224 (name in text)

5. *Booking/Reference number:* can be given in the RFF segment in SG11 under CNI (SG7) – NAD (SG10).
RFF: C506: Qualifier 1153=
FF (Consignment identifier, Freight forwarder assigned), or
AAY (Carrier's agent reference number), or
BM (Bill of lading number), or
HWB (House waybill number), or
MB (Master bill of lading number), or
BN (Consignment identifier, carrier assigned=Booking reference number).
DE 1154 (in C506) to be used for the actual reference No.

6.1 *Marks & Numbers* (Shipping marks): if applicable in the PCI segment under the SG12 (Goods Item Details) in the CNI group (SG7), C210: DE 7102 (Shipping marks description) to be used.

6.2 *The container Id. No(s):* to be given in the EQD segment (SG6), qualifier 8053 (Equipment type code qualifier)=CN (ISO container) and container Id. Numbers to be given in C237: 8260 (Equipment identifier). Equipment Size and Type to be given in EQD: C224 (Equipment Size and Type) if necessary.

Note: in the current message structure of IFTDGN, the cargo details packed in a container can't be connected with the container which that cargo loaded.

7. *Number and kind of packages:* to be given in the GID segment (SG12) under C213 (Number and type of packages): DE 7224 (package quantity) and DE 7064 (type of packages) and/or coded in DE 7065 (package type description code).

8. *Proper Shipping Name:* or Dangerous Goods technical name to be handled in the FTX segment (SG14), by using Qualifier 4451 (Text subject code qualifier) = AAD (Dangerous goods technical name) and C108: DE 4440 (Free text).

9. *Class:* to be given in the DGS segment (SG14), DE 8273 (Dangerous goods regulations code) = IMD (IMO IMDG code) and codes to be entered in C205: DE 8351 (Hazard identification code) (e.g. 3.2).

10. *UN No.:* (of Dangerous Goods) to be given in the DGS segment (SG14), C234 (UNDG information): DE 7124 (the UNDG identification number).

11. *Packing group:* to be given in the DE 8339 (Packaging danger level code) under the DGS segment (SG14).

12. *Subsidiary Risk(s):* to be indicated in the C236 (Dangerous goods label): DE 8246 (Dangerous goods marking identifier in text) under the DGS segment (SG14).

13. *Flashpoint (in ^{o}C):* to be indicated in the C234: DE 7088 (DG flashpoint description) under the DGS segment (SG14).

14. *Marine Pollutant (Marpol):* indication to be handled through the FTX segment (SG14), indicating qualifier 4451 = AAC (dangerous goods additional information) by using C108: DE 4440.

    Note: For more precise description, "Marine Pollutant indication" to be added in 4451 as a "Text subject code qualifier". However, there is the code of "ADV" (MARPOL73/78) to be used in DE 8273 (DG regulation code) under the DGS segment.

15. *Mass(kg)* to be handled through DE in MEA segment (SG14), Indicating qualifier 6311 (Measurement purpose code qualifier) = WT (weights), and C502 (Measurement details): DE 6313 (Measured attribute code) = AAB (Goods item gross weight), AAA (Net weight), and C174: 6314 (Measure).

    The weight of containers to be handled through MEA segment under the EQD segment (SG6). Total gross in MEA (SG6).

16. *EmS number:* should be stated in the DGS segment (SG14), 8364 (Emergency procedure for ships identifier) in text.

17. *Stowage position on board:* to be entered in the LOC segment (SG14), qualifier 3227=147 (Transport means stowage location) and C517: 3225 (Location identifier in code, if any) and 3224 (Location name in text).

18.1 *Master's name:* to be given in the NAD segment (SG4) indicating qualifier 3035 = CPE (Transport means master name) and name to be entered into C080: DE 3036 (Party name).

18.1 *Place and date:* to be indicated in the LOC segment (SG3), indicating qualifier 3227 = 91 (place of document issue) and UN/LOCODE to be entered into C517: 3225 and if necessary for location name in text DE 3224 can be used. Date to be indicated in the DTM segment (SG3), indicating qualifier C507: 2005 = 137 (Document issue date time) and the date and time to be entered into DE2380 in CCYYMMDDHHMM format by using date and time format code 203 for DE 2379.

19.1 *Shipping agent's name:* should be stated in the NAD segment (SG4) indicating qualifier 3035 = CG (Carrier's agent) and C058: DE 3124 to be used for Shipping agent's name (and address).

19.2 See above 18.2.

20. *Additional information:* If necessary, to be entered in the FTX segment (Header Section) indicating qualifier 4451 = ACB (Additional information) and C108: DE 4440 in free text..

7.5 FAL Form 7 – IFTDGN Mapping Table

Note: The following list is numbered to be consistent with the responding box in the Dangerous Goods Manifest and the above EDI format codes. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

IFTDGN

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element. 2	Remarks
0. Document name	Header Section	BGM		C002: 1001 = 890 (Dangerous goods declaration)		
20. Additional information		FTX	4451=ACB (Additional information)	C108: 4440		
Transport information	SG2: TDT-DTM-RFF-SG3	TDT	8051=20 (main-carriage transport)			
1.4 Voyage number			8028 (Means of transport journey ID)			
1.2 IMO number				C222:8213 (Transport means identification name identifier)		
1.1 Name of Ship					8212 (Transport means	

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element. 2	Remarks
					identification name)	
2. Flag State of ship					8453 (Transport means nationality code)	UNECE/ Rec.3 (IS 3166) to be used
3. Port of loading	SG3: LOC-DTM	LOC	3227=9 (Place of loading)	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used
4. Port of discharge		LOC	3227=12 (port of discharge)	C517:3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used
18.2 Place and date	SG3: LOC-DTM	LOC	3227= 91 (place document issue)	C517:3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used
		DTM	C507: 2005= 137 (Document issue date time)	2380 (CCYYMMDD)	2379=102	
19.2 Place and date	SG3: LOC-DTM	LOC	3227= 91 (place document issue)	C517:3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used
		DTM	C507: 2005= 137 (Document issue date time)	2380 (CCYYMMDD)	2379=102	
1.3 Call Sign	SG4: NAD-SG5	NAD	3035=CA (Carrier)			
	SG5: CTA-COM	CTA	3139=CA (Carrier)			
		COM		C076:3148 (Call sign)	3155=AW	
18.1 Name of master	SG4: NAD-SG5	NAD	3035=CPE (vessel master)	C080: 3036 (master's name)		
19.1 Shipping Agent	SG4: NAD-SG5	NAD	3035=CG (carrier's agent)	C058:3124 (Name and address)		
6.2 Container Id No(s), Vehicle Reg. No(s)	SG6: EQD-MEA-SEL	EQD	8053 (Equipt type code qualifier) = CN (container)	C237: 8260 (Equipt Id.) *3207 (Contry Id.)	C224: 8155 (Equipt size & type description code)	*UNECE/ Rec.3 to be used
A group of segment to describe a consignment of dangerous goods carried or to be carried on the means of transport.						
5. Booking/ Reference	SG7:	CNI	1490	C503: 1004*	1366 (Document	(*)Reference number

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element. 2	Remarks
Number	CNI-HAN-DTM-LOC-SG8-SG10-SG12				source description, e.g. B/L, Booking Ref. In text)	assigned to the document/message by the issuer.
3. Port of loading or 4. Port of discharge		LOC	3227=9 (Place of loading) 12 (port of discharge)	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used
*Place of delivery		LOC	3227=7 (Place of delivery)	C517:3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 to be used.
7. Number and kind of packages	SG12: GID-FTX-PCI-SG13-SG14	GID	1496 (Goods item number)	C213: 7224 (Package quantity)	7065 (Package type description code) 7064 (Type of package)	UNECE/ Rec.21 to be used
6.1 Marks & Numbers		PCI	4233 (Marking instructions code)	C210: 7102 (Shipping marks description)		Gen marks
6.2 Container Id No(s), Vehicle Reg. No(s)	SG13: SGP-MEA	SGP		C237:8260 (Equipment identifier) *8207 (Country Id.) *7224 (Package quantity)		(*) Option
9. Class	SG14: DGS-FTX-MEA-LOC-RFF-SG15	DGS	8273= IMD (IMO IMDG code)	C205: 8351 (Hazard id. Code)	8364 (EMS) 8410 (MFAG)	See basic information
10. UN No.				C234: 7124 (UNDG Id.)		United Nations Dangerous Goods Id.
13. Flashpoint (in °C, c.c.)					7088 (Dangerous goods flashpoint description)	
11. Packing Group				8339 (packaging danger level code)		1=great danger 2=medium danger 3=minor danger 4=not assigned
16. EmS No.				8364 (Emergency procedure for ships identifier) 8410 (MFAG*)		*MFAG- Hazard medical first aid guide identifier
12. Subsidiary risk(s)				C236: 8246 (Dangerous goods marking Id.)		Second risk codes to be used

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element. 2	Remarks
8. Proper Shipping Name		FTX	4451=AAD (DG technical name)	C108: 4440 (the name of DG in text)		English preferred
14. Marine Pollutant			4451= AAC =Dangerous goods additional info.	C107: 4441= MALPOL	C108: 4440 (Free text description on Marpol)	
15. Mass (kg) Gross/Net		MEA	6311=WT (weights)	C502: 6313 = AAA (Net weight) AAB (Gross weight)	C174: 6411 (KGM) 6314 (measure)	
17. Stowage position on board		LOC	3227=147 (Transport means stowage location)	C517: 3225 (use ISO codes BBBRRTT*)	3224 (location name in text, if necessary)	*Bay/Row/ Tier

Usage notes:

(1) The dangerous goods notification is very well suited for transfer as an EDI message. The used format of the Protect message implementation guide is suitable for multimodal transport and as such contains quite a bit of extra information. The dangerous goods manifest can be seen as the source for information to be given to the various authorities. There remains a difference between the information given by the ship, which is of a generic nature, e.g. Name of vessel and carrying so much cargo of these classes. And the information provided by the agents which is an extract from the manifest. Whilst both are real information requirements and both can be handled by the IFTDGN it will mostly be the agent who will send the full EDI message whilst the master will convey the information in a number of ways. XML and other technologies like AIS (Automatic Identification Systems) might be able to fulfil such requirements automated in the not too distant future.

(2) On the DG Manifest (Departure), such dangerous goods will be listed by Consignment wise (=B/L wise), then in this case Item 3. "Port of loading" will be the same, however, Item 4. "Port of discharge" may be not the same. Therefore, "Port of discharge" of each consignment should be entered in the LOC segment (SG7). On the contrary, for the Arrival DG Manifest, Item 4. "Port of discharge" will be the same for all DG manifested, but Item 3. "Port of loading" will be different by consignments.

Annex 1 – Definitions for Data in FAL Forms and Conduct of Electronic Business

Approved security plan: The plan developed to ensure application of measures on board the ship designed to protect persons on board, cargo, cargo transport units and ship's stores or the ship from the risks of a security incident and approved by the Administration or RSO. (ISPS Code) (FAL Security Report).

Booking reference number: Reservation number used to secure equipment and act as a control number prior to completion of a Bill of Lading.

Brief description of cargo: A literal description of the type of cargo being carried. (see Description of cargo) (FAL Form 1).

Brief particulars of voyage: Indicates all port names from the point of provenance to the final destination. (FAL Form 1).

Call sign: Sequence of letters and numbers, unique to each ship by which ships can be identified usually in radio communications. (FAL Forms 1, 2, 3, 4, 5, 6, 7, and FAL Security Report).

Cargo: (i) Any goods, wares, merchandise, and articles of every kind whatsoever carried in the containers. (IMO for Safe Containers, 1972-CSC, 1996 Edition). (FAL Form 1) (ii) 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, crew's effects and passengers accompanied luggage.

Cargo marks and numbers: Letters, marks, and other symbols placed on cargo packages to facilitate identification. Also known as marks.

Character: A member of a set of elements used for the organization, control, or representation of *data.* (ISO/IEC 10646-1).

Character repertoire: The set of *graphic characters* of a *coded character set*, considered independently of its encoding. (ISO 9735 V4, part 1).

Class: A number that identifies the approximate size, value and difficulty of transporting each particular type of product. The class is needed to determine a Less Than Load (LTL) freight quote. Most shippers know the class of their freight. (FAL Form 7).

Code: A character string that represents a member of a set of values.

Code extension: The techniques for the encoding of characters that are not included in the character repertoire of a given coded character set. (ISO 9735 V4, part 1).

Code list: (i) The complete set of code values for a data item. (ii) The complete set of *data element values* of a coded *simple data element.* (ISO 9735 V4, part 1).

Code list directory: A listing of identified and specified code lists. (ISO 9735 V4, part 1)

Commodity: Article of trade used as an indication of the type of goods.

Company Security Officer: The person designated by the Company (see Name of Company) for ensuring that a ship security assessment is carried out; that a ship security plan is developed, submitted for approval and thereafter implemented and maintained, and for liaison with port facility security officers and the ship security officer. (ISPS Code) (FAL Security Report).

Component data element: A simple data element used within a composite data element. (ISO 9735 V 4, part 1).

Component data element separator: A service character used to separate the component data elements within a composite data element. (ISO 9735 V4, part 1).

Composite data element: An identified, named and structured set of functionally related component data elements, as described in a composite data element specification. In transfer, a composite data element is a specific ordered set of one or more component data element(s) in conformance with a composite data element specification. (ISO 9735 V4, part 1).

Composite data element directory: A listing of identified and named composite data elements with their composite data element specification. (ISO 9735 V4, part 1).

Composite data element specification: The description of a composite data element in a composite data element directory, including the specification of the position and status of the component data elements constituting the composite data element. (ISO 9735 V4, part 1).

Conditional: A type of *status*, used in a *message specification*, *segment specification*, or *composite data element specification*, to specify that a *segment group, segment*, *composite data element*, *stand-alone data element* or *component data element* is used optionally or when the appropriate conditions occur. (ISO 9735 V4, part 1).

Container identification number: Standard identification number. (FAL Form 7).

Contracting Government: A Contracting Government to the International Convention for the Safety of Life at Sea, 1974, as amended. (FAL Security Report).

Control character: A *character* whose occurrence in a particular context specifies a control function. (ISO 2382-4).

Crew list: List prepared by the master of a ship showing the full names, nationality, passport or discharge book number, rank and age of every officer and crew member engaged on board that ship and is one of the essential ship's documents presented to the customs and immigration authorities on arrival at a new port. (Convention on Facilitation of International Maritime Traffic, 1965, as amended, 2006 edition). (FAL Form 1).

Crew list number: A number given to each crew member to identify them on the IMO Crew List. (ISO 6346).

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

Crew member: Any person actually employed for duties on board during a voyage in the working or service of a ship and included in the crew list. (FAL Convention 2005 amendments).

Cruise ship: A ship on an international voyage carrying passengers participating in a group programme and 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. (FAL Convention 2005 amendments).

Cryptography: The discipline which embodies principles, means, and methods for the transformation of data in order to hide its information content, prevent its undetected modification and/or prevent its unauthorized use. (ISO 7498-2).

Customs clearance: Accomplishment of the customs formalities necessary to permit goods to enter home use, to be exported or to be placed under another Customs procedure. (FAL Convention 2005 amendments).

Customs release: Action taken by Customs authorities to permit goods undergoing clearance to be placed at the disposal of the persons concerned. (FAL Convention 2005 amendments).

Dangerous cargo: Cargo which, because of its dangerous properties, is subject to special regulations for its transport. **Dangerous Goods Manifest:** Document recapitulating the various data from bills of lading and other transport documents issued for the carriage of goods on board ships. (Convention on Facilitation of International Maritime Traffic, 1965, as amended, 2006 edition). (FAL Form 7).

Data: A re-interpretable representation of information in a formalized manner suitable for communication, interpretation or processing. (ISO/IEC 2382-1).

Data carrier: Medium designed to carry records of data entries.

Data element: A unit of *data* described in a *data element specification*. There are two classes of data element: *simple data elements* and *composite data elements*. (ISO 9735 V4, part 1).

Data element directory: A listing of identified, named and specified *simple data elements* (*simple data element directory*) or *composite data elements* (*composite data element directory*). (ISO 9735 V4, part 1).

Data element separator: A *service character* used to separate from each:

- *non-repeating stand-alone data elements*; or
- *composite data elements* in a *segment; or*
- a set of occurrences of a *repeating data element*; or
- a null set of occurrences of a *repeating data element,*

where a set of occurrences of a *repeating data element* is a *repeating data element* having one or more of its occurrences (up to a maximum specified number) present in a *transfer*; and where a null set of occurrences of a *repeating data element* is a *repeating data element* for which none of its specified occurrences are present in a *transfer*. (ISO 9735 V4, part 1).

Data element specification: The specification of a *composite data element* in a *composite data element directory* (*composite data element specification*), or of a *simple data element* in a *simple data element directory* (*simple data element specification*). (ISO 9735 V4, part 1).

Data element value: A specific instance of a *simple data element*, represented as specified in a *simple data element specification* and, if the *simple data element* is coded, in a *code list.* (ISO 9735 V4, part 1).

Date of arrival/departure: The date on which goods or a means of transport is due to arrive or depart at the delivery site or departure site of the transport. (FAL Forms 1, 3, 5, and 6).

Date of birth: Date of birth shown on official document such as a passport. (FAL Form 5 and 6).

Description of cargo: Description of freight loaded into a vessel (e.g. grain, crude oil, packaged goods, timber, vehicles, passengers) (FAL Form 1).

Description of goods: Verbal description of the cargo being reported on in sufficient detail, particularly with regard to hazardous protocols, in order to distinguish it from other items in the Cargo Declaration. (FAL Form 2).

Digital signature: Data appended to, or a cryptographic transformation (see "*cryptography*") of, a data unit that allows a recipient of the data unit to prove the source and *integrity* of the data unit and protect against forgery e.g. by the recipient. (ISO 7498-2).

Document: (i) Information presenting data by electronic means or by non-electronic means. (Convention on Facilitation of International Maritime Traffic, 1965, as amended, 2006 edition). (FAL Form 3) (ii) Data carrier with data entries.

EDI (Electronic Data Interchange): The electronic transfer from computer application to computer application of commercial or administrative transactions using an agreed standard to structure the transaction or message data. (ISO 9735 V4, part 1).

EDI message: An approved, published and maintained formal description of how to structure the data required to perform a specific business function, in such a way as to allow for the transfer and handling of this data by electronic means.

Effects ineligible for relief from customs: Items that are subject to customs duties and must be reported. (FAL Form 4).

Electronic business: The process of transacting business electronically. This includes the sharing of unstructured or structured business information by any electronic means among suppliers, customers, governmental bodies, service providers and other parties in order to conduct and execute transactions in business, administrative and other activities.

Estimated time of arrival (ETA): Time when a ship estimates it will arrive at the pilot station serving a port or, when it expects to enter a specific location in the port area, where port regulations apply. (FAL Convention 2005 amendments).

Facilitation: The implementation of measures leading to the simplification, standardization and harmonization of the formalities, procedures, documents and operations inherent to international trade transactions.

Family name, given name: Name shown on official documents such as a passport. (FAL Form 6).

Flag State: The authority under which a country exercises regulatory control over the commercial vessel which is registered under its flag. This involves the inspection, certification, and issuance of safety and pollution prevention documents. (FALForms 1, 2, 3, 4, 5, 6, 7, and FAL Security Report).

Flashpoint: The temperature in degrees Celsius at which a liquid will give off enough flammable vapour to be ignited. (BCH Code: Code for Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, 2005 edition). (FAL Form 7).

General description of cargo: A literal description of the type of cargo being carried. (see Description of cargo) (FAL Security Report).

Goods: All materials received from a shipper as part of the cargo including equipment.

Graphic character: A *character*, other than a *control character*, that has a visual representation and is normally produced by writing, printing or displaying. (ISO 2382-4).

Gross tonnage: A unitless index related to a ship's overall internal volume as defined by The International Convention on Tonnage Measurement of Ships 1969, which was adopted by the International Maritime Organization in 1969. Gross tonnage applies to all ships constructed on or after July 12, 1982. (FAL Form 1 and FAL Security Report).

Gross weight: The total weight of a product and its packaging. (FAL Forms 2 and 7).

Group: A group of *messages* (of one or more *message types)* and/or *packages* (each containing an *object*), headed by a *group header* and ending with a *group trailer.* (ISO 9735 V4, part 1).

Group header: The *service segment* heading and identifying a *group.* (ISO 9735 V4, part 1).

Group trailer: The *service segment* ending a *group.* (ISO 9735 V4, part 1).

Harmonization: The alignment of national formalities, procedures, documents, information, and operations to acceptable international commercial norms, practices and recommendations.

HS (Harmonized System) Code: Harmonized Commodity Description and Coding System developed and maintained by the World Customs Organization. (IMO Compendium on Facilitation and Electronic Business, 2001 edition). (FAL Form 2).

Identifier: A *character* or group of *characters* used to identify or name an item of *data* and possibly to indicate certain properties of that *data.* (ISO 9735 V4, part 1).

IMO company number: A unique company and registered owner identification number assigned by Lloyd's Register – Fairplay in accordance with IMO resolution MSC.160(78). (FAL Security Report).

IMO number: A unique ship identification number assigned by Lloyd's Register – Fairplay in accordance with IMO resolution A.600(15). (IMO resolution A.600(15)). (FAL Forms 1, 2, 3, 4, 5, 6, 7 and FAL Security Report).

Inmarsat call numbers: A unique, global satellite telephony and data communications address provided to subscribers of the network managed by the Inmarsat plc telecommunications company. (FAL Security Report, annex 3).

Interim ISPS certificate: A short-term ISPS certificate issued by officers of the Administration or a recognized security organization and valid for six months or until the ISPS certificate is issued, whichever comes first. (FAL Security Report).

Intermodal transport: The movement of goods in one and the same loading unit or vehicle which uses successively several modes of transport without handling of the goods themselves in changing modes.

ISPS certificate: A certificate issued by officers of the Administration or a recognized security organization (see SOLAS regulation XI-2/1) verifying compliance with the provisions of SOLAS chapter XI-2, the ISPS Code, and the approved ship security plan. (FAL Security Report).

ITIGG: International Transport Implementation Guidelines Group – ITIGG is an international group of experts engaged in the development and implementation of UN/EDIFACT standard messages for electronic trading in the transport industry. ITIGG is a sub-group of the UN/EDIFACT Message Development for Transport. ITIGG develops recommendations which provide software developers with a series of simple, straightforward tools to assist in designing applications which can be used for trading electronically throughout the world, and to clarify the intentions of the designers of key UN/EDIFACT messages.

Last port of call: The most recent port where a ship discharged or received traffic. (FAL Forms 1, 3 and 5).

Mandatory: A type of *status*, used in a *message specification*, *segment specification*, or *composite data element specification*, to specify that a *segment group, segment*, *composite data element*, *stand-alone data element* or *component data element* shall be used at least one time. (ISO 9735 V4, part 1).

Manifest: Document recapitulating the various data from bills of lading and other transport documents issued for the carriage of goods on board ships. (FAL Convention 2005 amendments).

Marine pollutant: Type of pollutant, if any, from the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) treaty. (MARPOL 73/78) (FAL Form 7).

Measurement: The basis of volume measurement from which transportation charges are calculated. (FAL Form 2).

Message: An identified, named and structured set of functionally related *segments*, covering the requirements for a specific type of transaction (e.g. invoice), as described in a *message specification*; a message starts with a *message header* and ends with a *message trailer*. In *transfer*, a message is a specific ordered set of *segments* in conformance with a *message specification.* (ISO 9735 V4, part 1).

Message body: An identified, named and structured set of functionally related *segments*, covering the requirements for a specific type of transaction (e.g. invoice), as described in a *message specification,* excluding the *message header* and the *message trailer*. (ISO 9735 V4, part 1).

Message directory: A listing of identified and named *messages* each with its *message specification.* (ISO 9735 V4, part 1).

Message header: The *service segment* starting and uniquely identifying a *message.* (ISO 9735 V4, part 1).

Message specification: The description of a *message* in a *message directory*, including the specification of the position, *status* and maximum number of occurrences of the *segments* and *segment groups* constituting the *message.* (ISO 9735 V4, part 1).

Message trailer: The *service segment* ending a *message.* (ISO 9735 V4, part 1).

Message type: Code identifying a type of *message*. (ISO 9735 V4, part 1).

Multimodal transport: The carriage of goods by at least two different modes of transport.

Name of ship: Official name shown on vessel's Registry. (FAL Forms 1, 2, 3, 4, 5, 6, 7 and FAL Security Report).

Name of agent: The name of the agent that represents a vessel's Owner or Operator at each US port-of-call and takes care of the needs of that vessel and its crew while there. (FAL Form 1).

Name of article: The document containing all the names and particulars relating to the terms of agreement between the Master of the vessel and the crew. Sometimes called ship's articles, shipping articles. (FAL Form 3).

Name of company: The name of the company associated with the ship as it appears on the ship's valid International Ship Security Certificate or the ship's Interim International Ship Security Certificate. (ISPS Code) (FAL Security Report).

Name of master: Name of the highest officer aboard a ship, who oversees all ship operations. Keeps ships records. Handles accounting and bookkeeping. Takes command of vessel in inclement weather and in crowded or narrow waters. Handles communications. Receives and implements instructions from home office. (FAL Forms 1, 2 and 7).

Nationality: The stated or factual country of citizenship shown on the crewmember's or passenger's identification document. (FAL Forms 5 and 6).

Net tonnage: A calculated representation of the internal volume of a ship's cargo holds as defined by The International Convention on Tonnage Measurement of Ships 1969, which was adopted by the International Maritime Organization in 1969. Net tonnage applies to all ships constructed on or after July 12, 1982. (FAL Forms 1 and 7).

Number of crew: The number personnel engaged on board ship, excluding the master and officers and the passengers on passenger ships. (FAL Form 1).

Number of passengers: The total number of people on board excluding the crew, captain, and any other personnel on board the ship or vessel. (FAL Form 1).

Packing group: The packing group for a chemical indicates the degree of hazard associated with its transportation. The highest group is Group I (great danger); Group II is next (medium danger), while Group III chemicals present the lowest hazard (minor danger). Packing groups are often shown on MSDS data sheets for chemicals under the heading "Transport Information". (FAL Form 7).

Passenger in transit: A passenger who arrives by ship from a foreign country for the purpose of continuing his journey by ship or some other means of transport to a foreign country and therefore not required to go through customs or immigration formalities (FAL Convention 2005 amendments) (FAL Form 6).

Passengers' accompanied baggage: Property, which may include currency, carried for a passenger on the same ship as the passenger, whether in his personal possession or not, so long as it is not carried under a contract of carriage of goods or other similar agreement. (FAL Convention 2005 amendments).

Period of stay: The duration of a port call. (FAL Form 3).

Place of birth: Birth location shown on official documents such as a passport or birth certificate. (FAL Forms 5 and 6).

Place of preparation: Location of the form preparer.

Place of storage: The activity of placing goods into a store or the state of being in store (e.g. a warehouse) at a certain location.

Port: Any port, terminal, offshore terminal, ship and repair yard or roadstead which is normally used for the loading, unloading, repair and anchoring of ships, or any other place at which a ship can call. (FAL Convention 2005 amendments).

Port Facility: A specific location in a port where passengers or commodities are transferred between land and water carriers or between two water carriers. (FAL Security Report).

Port of arrival/departure: Port where a vessel moors on arrival or unmoors on departure. (FAL Forms 3, 5 and 6).

Port of discharge: Port where vessel is off loaded and cargo discharged. (FAL Forms 2 and 7).

Port of disembarkation: The port taken into account is the port where the passenger disembarked from a seagoing vessel after having been conveyed by it. (FAL Form 6).

Port of embarkation: The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin. Also called POE. See also port of debarkation. (FAL Form 6).

Port of loading: Port where vessel is loaded and cargo stored. (FAL Forms 2 and 7).

Port of Registry: The ship's place of origin as shown on its official Registry. (FAL Forms 1, 2, 3, 4, 5, 6, 7 and FAL Security Report).

Port where report is made: See "place of preparation". (FAL Form 2).

Position in port: The short movement or transfer of a vessel within a harbour or mooring area. (FAL Form 1).

Postal items: Correspondence and other objects tendered to be carried by a ship for carriage by postal administrations and intended for delivery to postal administrations in the ship's ports of call. (FAL Convention 2005 amendments).

Previous ports of call: All previous ports where a ship discharged or received traffic. (FAL Form 1).

Primary purpose of call: The primary reason the ship has entered the port. (FAL Security Report).

Private key: (In a *public key* cryptosystem) that *key* of a user's key pair which is known only by that user. (ISO/IEC 9594-8).

Procedure: Steps to be followed in order to comply with a formality, including the timing, format and transmission method for the submission of required information.

Programme Development Area: Trade and Transport Facilitation: The UN/CEFACT Forum that is responsible for electronic business projects in the area of custom and transport.

Proper shipping name: A name to be used to describe particular goods on all P&O Nedlloyd documents and notifications and, if appropriate, on the goods basis (air cargo). (FAL Form 7).

Protect: An international expert group comprising the European Port Community System and Port Authorities. Its mission is to develop worldwide recognized EDI formats. In support of the electronic reporting required by authorities for vessels entering or leaving a port or port area, the

PROTECT Group has established a harmonized world-wide recognized EDI standard. The EDI standard, called the PROTECT Guide (version 2.0, March 2005) describes in detail the messages exchanged between shipping lines and/or their agents or forwarders to and from the Port Authorities or National Competent Authorities. These messages support by means of EDI the reporting requirements for vessels regarding the formal and legal notification requirements for vessels, as well as the requests for services from the authorities and vessel handling companies when vessels berth and/or utilize the waters under the jurisdiction of these authorities.

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. (FAL Convention 2005 amendments).

Public key: (In a *public key* cryptosystem) that key of a user's key pair which is publicly known. (ISO/IEC 9594-8).

Qualifier: A *simple data element* whose *data element value*, extracted from a *code list*, gives specific meaning to the function of another *data element* or a *segment.* (ISO 9735 V4, part 1).

Quantity: Refers to cargo, bunkers or fresh water on board the ship prior to commencement of a charter, a voyage or loading operation. Also cargo tank quantities of any material aboard a ship after de-ballasting, immediately prior to loading. Can include oil, oil/water emulsion, water, non-liquid hydrocarbons and slops. (FAL Form 3).

Rank or rating: The designation provided in a classification by which a class rate is determined. (FAL Forms 4 and 5).

Recognized Security Organization: An organization outside government delegated to undertake specific functions in accordance with SOLAS chapter XI-2 and the ISPS Code. (MSC/Circ.1074) (FAL Security Report).

Registry date: The date on which the vessel/ship is registered or is to be registered in a certain country. (FAL Form 1).

Registry location: The port in a certain country, which the vessel/ship is registered or is to be registered. (FAL Form 1).

Registry number: The number given to the vessel/ship when it is registered in a certain country. (FAL Form 1).

Release character: A *character* indicating that the *character* immediately following it shall be passed to the application as received. (ISO 9735 V4, part 1).

Repeating data element: A *composite data element* or *stand-alone data element* having a maximum occurrence of greater than one in the *segment specification.* (ISO 9735 V4, part 1).

Repetition separator: A *service character* used to separate adjacent occurrences of a *repeating data element.* (ISO 9735 V4, part 1).

Security level: Security level means the description of the degree of risk associated with the threat of an unlawful act against a ship, including a mobile offshore drilling unit, port facility, or to areas adjacent to them. (SOLAS XI-2) (FAL Security Report).

Security measures: Measures developed and implemented in accordance with international agreements to improve security on board ships, in port areas, facilities and of goods moving in

the international supply chain to detect and prevent unlawful acts[1]. (FAL Convention 2005 amendments).

Segment: An identified, named and structured set of functionally related *composite data elements* and/or *stand-alone data elements*, as described in a *segment specification*; a segment starts with the *segment tag* and ends with the *segment terminator*. In *transfer*, a segment is a specific ordered set of one or more *composite data element(s)* and/or *stand-alone data element(s)* in conformance with a *segment specification* and the syntax rules for *transfer.* (ISO 9735 V4, part 1).

Segment directory: A listing of identified and named *segments* with their *segment specification.*(ISO 9735 V4, part 1).

Segment group: An identified hierarchical set of *segments* and/or *segment groups* within a *message.* (ISO 9735 V4, part 1).

Segment specification: The description of a *segment* in a *segment directory*, including the specification of the position, *status* and maximum number of occurrences of the *data elements* constituting the *segment.* (ISO 9735 V4, part 1).

Segment tag: A *simple data element* uniquely identifying a *segment*, by reference to a *segment directory.* (ISO 9735 V4, part 1).

Segment terminator: A *service character* indicating the end of a *segment.* (ISO 9735 V4, part 1).

Shipowner: One who owns or operates a ship, whether a person, a corporation or other legal entity, and any person acting on behalf of the owner or operator. (FAL Convention 2005 amendments).

Ship's documents: Certificates and other documents which must be made available by a ship's master in order to demonstrate the vessel's compliance with international or national regulations. (FAL Convention 2005 amendments).

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. (FAL Convention 2005 amendments).

Ship's spare parts: Articles of a repair or replacement nature for incorporation into the ship in which they are carried. (FAL Convention 2005 amendments).

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. (FAL Convention 2005 amendments).

Ship-to-ship activity: Any activity not related to a port facility that involves the transfer of goods or persons from one ship to another. (SOLAS XI-2) (FAL Security Report).

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. (FAL Convention 2005 amendments).

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[1] Reference is made to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation, 1988 (SUA Convention), the International Ship & Port Facility Security Code (ISPS Code) and the International Convention for the Safety of Life at Sea, 1974 (SOLAS), chapter XI-2.

Signature: The hand-written or electronic equivalent of the first and last name of a signer of a document or form. (FAL Forms 1, 2, 3, 4, 5, 6 and 7).

Simple data element: A *data element* containing a single *data element value*. There are two uses of a simple data element: within a *composite data element* (*component data element*); and within a *segment* outside a *composite data element* (*stand-alone data element).* (ISO 9735 V4, part 1).

Simple data element directory: A listing of identified and named *simple data elements* with their simple *data element specification.* (ISO 9735 V4, part 1).

Simple data element specification: The set of attributes characterizing a *simple data element* in a *simple data element directory.* (ISO 9735 V4, part 1).

Stand-alone data element: A *simple data element* used within a *segment* without being in a *composite data element.* (ISO 9735 V4, part 1).

SMDG: SMDG is a non-profit foundation, run by and on behalf of companies and organizations working in the maritime industry, like container terminals, ocean carriers and related companies and organizations. SMDG develops and promotes UN/EDIFACT EDI messages for the Maritime Industry and is an official Pan European User Group, recognized by the UN/EDIFACT Board.

Standardization: The development of agreements whose purpose is to align formalities, procedures, documents, information, and operations.

Status: An *attribute* of a *segment*, a *segment group*, a *composite data element* or a *simple data element* identifying the rules for the presence or absence of the *segment/data element* in the usage of a *message*. The types of status are *conditional* and *mandatory.* (ISO 9735 V4, part 1).

Stowage position on board: The position or place where goods are stored on board the vessel or ship. (Dangerous Goods Manifest) (FAL Form 7).

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, and is reported as a stowaway by the master to the appropriate authorities. (FAL Convention 2005 amendments).

String: A sequence of elements of the same nature, such as *characters*, considered as a whole. (ISO 2382-4).

Subsidiary risks: Subsidiary risks mean any risks in addition to the class to which dangerous goods are assigned; and which is determined by a requirement to have a subsidiary risk. (Dangerous Goods Manifest) (FAL Form 7).

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 due to the use made of them. (FAL Convention 2005 amendments).

Time of arrival: Time when a ship first comes to rest, whether at anchor or at a dock, in a port. (FAL Convention 2005 amendments).

Time of arrival/departure: The time at which a shipment arrives in a certain port and the time at which a shipment departs from a certain port. (FAL Form 1).

Transport document: Document evidencing a contract of carriage between a shipowner and a consignor, such as bill of lading, seaway bill or a multimodal transport document.

Trigger segment: The *segment* starting a *segment group. (ISO 9735 V4, part 1).*

Type of identity or travel document: Description of document used to identify crew or passenger on IMO FAL Forms. (FAL Form 6).

Type of ship: The sort of vessel used in the transport process e.g. Tanker, Container, Ro-Ro, Passenger, or Multi Purpose. (FAL Form 1 and FAL Security Report).

UN/LOCODE: A unique code to identify ports and other locations to facility electronic trade (see UN Recommendation 16). (FAL Forms 1, 2, 3, 5, 6, 7 and FAL Security Report).

UN number: Four-digit United Nations Number is assigned to dangerous, hazardous and harmful substances, materials and articles most commonly transported. (IMDG Code: International Maritime Dangerous Goods Code, Volume 1, 2008 edition). (FAL Form 7).

Vehicle registration number: Unique number assigned to a vehicle. (FAL Form 7).

UN/CEFACT: United Nations Centre for Trade Facilitation and Electronic Business, a subsidiary body of the UNECE Committee on Trade (United Nations Economic Commission for Europe), has a mission to improve the ability of business, trade and administrative organizations, from developed, developing and transitional economies, to exchange products and relevant services effectively - and so contribute to the growth of global commerce. (FAL Forms 1, 2, 3, 4, 5, 6 and 7).

UN/EDIFACT: United Nations Electronic Data Interchange for Administration, Commerce and Transport is the international EDI standard developed under the United Nations. (FAL Convention standard 1.4).

Voyage number: Consecutive numbers which are allotted to each liner voyage. (FAL Forms 1, 2, 3, 4, 5, 6 and 7).

Waste reception requirements: Requirements regarding the process of removal to final resting place or transfer to a place for reuse or recovering of waste.

Annex 2 – List of UN/ECE Recommendations
（As of 2011-05-03）
(Note: see http://www.unece.org/cefact/recommendations/rec_index.htm)

Rec. No.	**Name**	**Doc. No. (Issued Date）**
1・2	United Nations Layout Key for Trade Documents	TRADE/WP.4/137 (March 1981）
	UNLK for Trade Documents-Guide for Application Informative Annex to Rec.No.1	ECE/TRADE/270 (2002）
3	ISO Country Code For Representation of Names of Countries	ECE/TRADE/201 (January 1996）
4	National Trade Facilitation Organs; Arrangements at the national level to coordinate work on facilitation of trade procedures	TRADE/WP.4/INF.33 (September 1974）
	Creating an Efficient Environment for Trade and Transport-Guidelines to Recommendation No.4 National Trade Facilitation Bodies	ECE/TRADE/256 (May 2000）
5	Abbreviations of INCOTERMS; Alphabetic code for Incoterms 2000	TRADE/CEFACT/2000/10 (March 2000）
6	Aligned Invoice Layout Key for International Trade	ECE/TRADE/148 (September 1983）
7	Numerical Representation of Dates, Time and Periods of time	TRADE/WP.4/INF.108 (October 1988）
8	Unique Identification Code Methodology（UNIC）	TRADE/WP.4/INF.119 (January 1992）
9	Alphabetic Code for the Representation of Currencies	ECE/TRADE/202 (January 1996）
10	Codes for Ships' Names	TRADE/WP.4/INF.52 (February 1978）
11	Documentary Aspects of the International Transport of Dangerous Goods (Rev.2)	ECE/TRADE/C/CEFACT/2008/8 (22 July 2008)
12	Measures to Facilitate Maritime Transport Documents Procedures	TRADE/WP.4/INF.123 (June 1993）
13	Facilitation of Identified Legal Problems in Import Clearance Procedures	TRADE/WP.4/INF.62 (March 1979）
14	Authentication of Trade Documents by Means other than Signature	TRADE/WP.4/INF.63 (March 1979）
15	Simpler Shipping Marks	TRADE/WP.4/INF.119 (May 1992)
16	LOCODE-Codes for Ports and Other Locations (3rd Edition)	ECE/TRADE/227 (December 1998) – Contents are updated every year
17	PAYTERMS: Abbreviations for Terms of Payment	ECE/TRADE/142 (March 1982）
18	Facilitation Measures related to	ECE/TRADE/271 (2002）

Rec. No.	Name	Doc. No. (Issued Date)
	International Trade Procedures	
19	Code for Modes of Transport	TRADE/CEFACT/2001/19 (March 2001-A)
20	Codes for Units of Measurement used in International Trade (Draft Rev.7)	CEFACT/ICG/2010/IC013 (13 September 2010)
21	Codes for Passengers, Types of Cargo, Packages and Packing Materials with Complementary Codes for Package Names	CEFACT/ICG/2010/IC010 (12 July 2010)
22	Layout Key for Standard Consignment Instructions	ECE/TRADE/198 (March 1989)
23	Freight Cost Code (Rev.8)	CEFACT/ICG/2011/IC001 (31 March 2011)
24	Harmonization of Transport Status Codes (Rev.6)	ECE/TRADE/C/CEFACT/2009/26 (9 September 2009)
25	Use of the UN/EDIFACT	TRADE/WP.4/R.1079/Rev.1 (March 1995)
26	The Commercial Use of Interchange Agreements for Electronic Data Interchange	TRADE/WP.4/R.1133/Rev.1 (March 1995)
27	Pre-Shipment Inspection	ECE/TRADE/237 (June 1999)
28	Codes for Types of Means of Transport (Rev.3)	CEFACT /ICG/2010/IC011 (12 July 2010)
29		
30 Withdrawn	Harmonized Commodity Description and Coding System for the Coding of Goods and Commodities	(UNECE suspended the development of this recommendation and follow the WCO HS codes)
31	Electronic Commerce Agreement	ECE/TRADE/257 (May 2000)
32	E-Commerce Self-Regulatory Instruments (Codes of Conduct)	TRADE/CEFACT/2001/14 (March 2001)
	Compendium of Trade Facilitation Recommendations	ECE/TRADE/279 (2002)
33	Recommendation and Guidelines on Establishing a Single Window	ECE/TRADE/352 (October 2004)
34	Data Simplification and Standardization for International Trade	ECE/TRADE/C/CEFACT_2010/13/Rev.1 (11 February 2011)
35	Establishing a Legal Framework for International Trade Single Window	ECE/TRADE/C/CEFACT_2010/23/Rev.2 (8 October 2010)
36 Developing	Online (Alternative) Dispute Resolution	Legal Group
37 Developing	Cross border recognition of Digital Signature	Legal Group

Annex 3 – Reporting Ship's Security-Related Information

A. The purpose of this annex is to provide guidance on reporting security-related information to the duly authorized officers as required by SOLAS regulations in XI-2/9 and taking into account the guidance provided in the ISPS Code.

B. The recommended form for reporting security-related information to the duly authorized officers is the Security Report. In the Security Report, the duly authorized officers should not require more than the following data:

Note: The following list is numbered to be consistent with the corresponding box in the Security Report and MSC.1/Circ.1305. (Information repeated from the General Declaration, also based on the CUSREP, is indicated by*.)

1.1 IMO number*
1.2 Name of ship*
1.3 Port of registry*
1.4 Flag State*
1.5 Type of ship*
1.6 Call sign*
1.7 Inmarsat call numbers
1.8 Gross Tonnage*
1.9 Name of Company
1.10 IMO Company identification number
1.11 Name and 24-hour contact details of the Company Security Officer
2.1 Port of arrival and port facility where the ship is to berth, if known*
2.2 Expected date and time of arrival of the ship in port*
2.3 Primary purpose of call
3.1 The type of valid International Ship Security Certificate provided to the ship
3.1.1 The Contracting Government or Recognized Security Organization which issued the certificate in 3.1 and the expiry date.
3.1.2 The explanation of why an International Ship Security Certificate or Interim International Ship Security Certificate is not on board, if applicable
3.1.2.1 Whether the ship has an approved security plan on board
3.2 The current security level
3.2.1 Location of the ship at the time the report is made
3.3 The period of the last ten calls at port facilities at which the ship conducted ship/port interface, the location, and the security level while at which the ship operated
3.3.1 Whether the ship, during the last ten port calls reported in 3.3, took any special or additional security measures beyond those specified in the approved ship security plan
3.3.2 An explanation of the special or additional security measures reported in 3.3.1
3.4 The ship-to-ship activities which were carried out during the last ten port calls reported in 3.3
3.4.1 Whether the ship security procedures, specified in the approved ship security plan, have been maintained during each of the ship-to-ship activities reported in 3.4
3.4.2 The security measures applied in lieu of those specified in the approved ship security plan for the ship-to-ship activities reported in 3.4
3.5 A general description of the cargo aboard the ship*
3.5.1 Whether the ship is carrying dangerous substances as cargo*
3.5.2 A copy of the Dangerous Goods Manifest (IMO FAL Form 7)*
3.6 A copy of the ship's Crew List (IMO FAL Form 5)*
3.7 A copy of the ship's Passenger List (IMO FAL Form 6)*

4.1 Whether there are any security-related matters to report
4.1.1 The details of any security-related matters identified in 4.1
5. Name and contact details (telephone number) of the agent of the ship at the intended port of arrival*
6.1 Name of the person providing the information*
6.2 Title or position of the person providing the information*

The place, time and date of the report

C. The recommended EDI format for the Security Report is the UN/EDIFACT Customs Conveyance Report Message (CUSREP) and UN/EDIFACT Berth Management Message (BERMAN Version 2.0). These messages permit the transfer of security-related information to the duly authorized officials prior to the ship's arrival in port.

Note: Message Implementation Guideline for BERMAN (Version 2.0) was developed by the PROTECT (European Port Authority Group) and this group calls BERMAN message as "Berth services request message" and this message is already used for transmitting the Ship security related information in some European ports.

C.1 Option-1 Ship's Security Report message based on CUSREP

C.1.1 Ship's Security Report (annotated based on CUSREP)

SECURITY REPORT (Annotated)

BGM: C002:1001=588

Note: The block numbers identify the relevant section numbers of MSC/Circ.1305

Page No. (e.g. 1 of 3) of

1.1 IMO number[1,2] **SG9-TDT; 8051=20; C222: 8213**	1.2 Name of ship [1,2]/Voyage number **SG9-TDT; 8028, C222: 8212**	1.3 Port of registry[1,2] **SG4-DOC: C002: 1001=798, 1000, LOC: 3227=89; C517: 3225, 3224**	
1.4 Flag State[1,2] **SG9-TDT; C222: 8453**	1.5 Type of ship[1] **SG9-TDT; C001: 8179**	1.6 Call sign **SG6-NAD: 3035=CA,** **SG7- CTA: 3139=CA, COM;** **C076: 3148, 3155=AW**	1.7 Inmarsat call numbers[3] **SG7-COM; C076: 3148, 3155=AV**
1.8 Gross Tonnage[1] **HS: MEA; 6311= AAN, C502: 6313=AAM, C174: 6411, 6314**	1.9 Name of Company & 1.10 **SG6-NAD; 3035=DFJ, C082: 3039, C080: 3036**	1.11 Name and 24-hour contact details of the Company Security Officer[4] **SG6-NAD; 3035=DFB, C080: 3036, SG7-CTA: 3139=BP, C056: 3413, 3412, COM: C076: 3148, 3155=TE or AL**	
1.10 IMO Company identification number[2] **(See 1.9: C082: 3039))**			
2.1. Port of arrival and port facility where the ship is to berth, if known **SG3-LOC; 3227=60, C517: 3225, 3224, C519: 3223, 3222**		2.2 Expected date/Time of arrival of the ship in port **SG3-DTM; C507: 2005=132, 2380, 2379=203**	2.3 Primary purpose of call **HS; POC: C525: 8025=1 (Cargo operation)**
3.1. The ship is provided with a valid (check box) International Ship Security certificate ☐ Yes ☐ No, or Interim International Ship Security certificate ☐ Yes ☐ No and the expiry date[1] **SG4-DOC; C002: 1001= 536 (ISSC) or 537 (Interim ISSC) DTM; C507: 2005=36, 2380, 2379=102**	3.1.1. Contracting government[1,2] or Recognized Security Organization[1,2] that issued the certificate (3.1) (enter name) **SG6-NAD; 3035=DFQ, C082: 3039, 1131, 3055 C058: 3124**	3.1.2 The explanation of why an International Ship Security Certificate or Interim International Ship Security Certificate is not on board, if applicable **SG4-DOC; C503: 1373=11, 1366**	
3.1.2.1. Whether the ship has an approved security plan on board (check box) ☐ Yes ☐ No **SG4-DOC; C002: 1001=552**	3.2 Current security level (check box) ☐ 1 ☐ 2 ☐ 3 **HS - STS; C601: 9015=11, C555: 4405=139 or 140 or 141**	3.2.1 Location of the ship at time the report is made **HS-GPO; 6029=5 (transport means reporting location), 6000 (Latitude), 6002 (Longitude).**	

3.3 The period of the last ten calls at port facilities at which the ship conducted ship/port interface[5], the location, and the security level while at which the ship operated					
Number of port call	Period of port call		Port, country, port facility, and UNLOCODE[3]	Security level (check box) □1 □2 □3	3.3.1 Did the ship take any special or additional security measures beyond those specified in the approved security plan? 3.3.2 If Yes, indicate the special or additional security measures which were taken by the ship (check box) □ No □ 3.3.2Yes, explain below
	From[6] (CCYYMMDD)	To[6] (CCYYMMDD)			
1	**SG10-DTM; C507: 2005= 778, 2380 (CCYYMMDDHHMM-CCYYMMDDHHMM), 2379=719**		**SG10-LOC; 3227=94, C517: 3225, 3224, C519: 3233, 3222**	**SG10-FTX; 4451=BLS, C108: 4440 – Level1 or 2 or 3 in txt**	**SG10-STS: C601: 9015=11. C555: 4405=144, 4404**
2					
3					
4					
5					
6					
7					
8					
9					
10					
3.4 Most recent ship-to-ship activities[7] during the period of 3.3 – Chronological order beginning with most recent (□ Not applicable)					
Number(from 3.3)	Period of activity		Location or latitude and longitude	Ship-to-Ship activity[7]	3.4.1 Have the ship security procedures, specified in the approved security plan been maintained? (check box) 3.4.2 If no, indicate the security measures which were applied in lieu □ Yes □ 3.4.2 No, explain security measures in lieu of approved security measures below **SG10-STS: C601: 9015=11, C555: 4405=142 or 143, 4404**
	From[6] (CCYYMMDD)	To[6] (CCYYMMDD)	**SG10-LOC; 3227=297, C517: 3225, 3224, C519: 3223, 3222 or GPO; 6029=4, 6000 (Latitude) and 6002 (Longitude)**	**SG10-FTX; 4451=BMC, C108: 4440**	
	SG10-DTM; C507: 2005= 778, 2380 (CCYYMMDDHHMM-CCYYMMDDHHMM), 2379=719				

3.5 General description of cargo **SG2-GDS: C703: 7085=11 or 16**	3.5.1 Is the ship carrying any dangerous substances[8] as cargo? (check box) ☐ Yes, (Provide details or attach Dangerous Goods Manifest) ☐ No **SG2-FTX: 4451=AAD, C108: 4440**	Attached Documents (check boxes) ☐ 3.5.2 Copy of Dangerous Goods Manifest ☐ 3.6 Copy of the ship's Crew List ☐ 3.7 Copy of the ship's Passenger List (**Not need for electronic transmission)**

4.1 Is there any other security matter you wish to report? (check box) ☐ No ☐ 4.1.1Yes, provide details[9] here: **HS -STS: C555: 4405=145, FTX: 4451=BLT, C108; 4440**

5 Name and contact details (telephone number) of the agent at port of arrival **SG6-NAD: 3035=CG, C082: 3039, 3055=372, C080: 3036, SG7-CTA: 3139= BQ, C056: 3413, 3412, COM; C076: 3148, 3155=TE**	6.1 & 6.2 Name & tittle or position of person providing the report **SG6-NAD; 3035= DFR or CPE, C080: 3036**

6.2 Title or position **(included in 6.1)**	6.3 Signature **No need for electronic transmission**	6.4 Location of person reporting **SG3-LOC: 3227=172, C517: 3225, 3224**	6.5 Date & Time **HS-DTM: C507:2005= 243, 2380, 2379=204**

Explanatory Notes:

1 As appearing on the ship's International Ship Security Certificate or the ship's Interim International Ship Security Certificate.

2 If a copy of the ship's current Continuous Synopsis Record (CSR) is submitted there is no need to complete this entry.

3 If available.

4 Refer to paragraph 27 of the Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code (MSC/Circ.1132).

5 Ship/port interface means the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship (SOLAS regulation XI-2/1.1.8).

6 Provide the dates.

7 Ship-to-ship activity means any activity not related to a port facility that involves the transfer of goods or persons from one ship to another (SOLAS regulation XI-2/1.1.10).Information would not normally be required to include records of transfers of pilots or of customs, immigration or security officials nor bunkering, lighting, loading of supplies and unloading of waste by ship within port facilities as these would normally fall within the auspices of the Port Facility Security Plan (PFSP) (paragraph B/4.38 of the ISPS Code).Ascertaining whether these activities fall within the PFSP should form part of the dialogue between the Ship Security Officer and the Port Facility Security Officer. It should be remembered that the physical boundaries of port facilities may not always coincide with the boundaries of the port or harbour authority.

8 Dangerous substances as cargo means the carriage of substances, materials and articles covered by the IMDG Code and falling under the following classes of dangerous goods irrespective of whether these are carried in bulk or packaged form:

- *Class 1: Explosives*
- *Class 2.1: Flammable gas*
- *Class 2.3: Toxic gases*
- *Class 3: Flammable liquids*
- *Class 4.1: Flammable solids, self-reactive substances and desensitized explosives*
- *Class 5.1: Oxidizing substances*
- *Class 6.1: Toxic substances*
- *Class 6.2: Infectious substances*
- *Class 7: Radioactive material*
- *Class 8: Corrosive substances*

This information may be extracted from the Dangerous Goods Manifest (IMO FAL Form 7) or the whole Dangerous Goods Manifest may be submitted.

9 Other security-related matters include but are not limited to the carriage of stowaways or any persons rescued at sea. When reporting stowaways please see the Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases adopted by the Organization with resolution A.871(20). This resolution provides in the appendix to the Annex a Stowaway details report which should be completed and forwarded to the extent that is practically possible. When reporting persons rescued at sea please see the guidance provided in paragraph B/4.38.3 of the ISPS Code.

10. Master, Ship Security Officer, Company Security Officer or Agent of the ship at the intended port of arrival.

C.1.2 Message Implementation Guideline for Ship's Security Report (CUSREP use)

The following information should be used to complete the "Ship's Security Report" message based on CUSREP when transmitting Ship's Security-related Information data in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element. Further, this MIG for Ship's Security Report is based on the directory D.11A, because Document name code (DE 1001) = 588 is not registered in D.10B yet.

0. To designate the document name is going to be submitted, the BGM segment under HS, C002 (Document/message name), DE 1001 (Document name code) = 588 (Transport means security report) is used.

1.1 *IMO number:* the TDT segment (SG9) can be used indicating DE 8051 (Transport Stage Code Qualifier) = 20 (Main-carriage transport) and the IMO number in DE 8213 under C222 (Transport identification).

1.2 *Name of ship / Voyage number:* the TDT segment (SG9) can be used indicating the name in DE 8212 under C222 (Transport identification).

1.3 *Port of registry:* the DOC-LOC segment (SG4) can be used, DOC: C002: DE 1001=798, 1000 (Doc. Name), LOC: DE 3227 (Location function code qualifier) = 89 (Place of registration) and C517 (Location identifier); DE 3225 (UNLOCODE: 2 alpha country code + 3 alpha-numeric UNLOCODE), if necessary, location name in text in DE 3224.

1.4 *Flag State:* can be placed in C222: DE 8453 by using Country code (UNECE/Rec.3) in the TDT segment (SG9).

1.5 *Type of ship:* the TDT segment (SG9) can be used indicating the type of the vessel coded in accordance with "Codes for Type of Means of Transport (UNECE/Rec.28)" in DE 8179 under C001 (Transport means).

1.6 *Call sign & 1.7 Inmarsat call number:* can be entered in the COM segments (SG7), C076 (Communication contact): indicating Communication address identifier of "Call sign" in DE 3148, and DE 3155 (Communication means type code) = AW (Radio Communication Call Sign) & C076: DE 3148 indicating Inmarsat call number, DE 3155 = AV (Inmarsat call number) under NAD (SG6): 3035=CA, CTA (SG7): 3139=CA.

1.8 *Gross tonnage:* to be given in the MEA segment (Header Section), Qualifier 6311=AAN (Weight of conveyance), C502: 6313=AAM (Transport means gross tonnage), C174: DE 6411 (measurement unit code, use UNECE/Rec.20) and DE 6314 (measure).

1.9 *Name of company & 1.10 IMO Company identification number;* the NAD segment (SG6) can be used indicating DE 3035 (Party Function code qualifier) = DFJ (ISPS responsible party), C082 (Party Identification Details): 3039 (Party identifier) = "IMO Company identification number" and C080 (Party Name): 3036 (Party name in text).

1.11 *Name and 24-hour contact details of the Company Security Officer:* the NAD segment (SG6) can be used indicating DE 3035 (Party function code qualifier) = DFB (Company security officer) and C080: DE 3036 (Party name in text). And for the 24-hour contact details of the Company Security Officer, the CTA-COM segments (SG7) can be used indicating CTA: DE 3139 = BP (Company Security Officer's 24-hour contact), C056: DE 3413 (contact identifier), DE 3412 (contact name) and COM: C076: DE 3148

(Communication address identifier): DE 3155 (Communication means type code) = AL (Cellular phone), AM (International telephone direct line), FX (Telefax), TE (Telephone).

2.1 *Port of arrival and port facility where the ship is to berth, if known*:* use LOC segment (SG3) as Qualifier 3227 = 60 (place of arrival) and the location code in C517: DE 3225 by using UN/LOCODE (UNECE/Rec.16) and DE 3224 (Location name in text if necessary), and C519 (Related location one identifier): DE 3223 (First relation location identification) can be used for "Port facility where the ship is to berth" & DE 3222 (First related location name) by using local code or in text.

2.2 *Expected date and time of arrival of the ship in port*:* the DTM segment (SG3) can be used indicating a qualifier C507: DE 2005 = 132 (arrival date time estimated, ETA), DE 2380 (Date or time or period text) and DE 2379 (Date or time or period format code) = 203 (CCYYMMDDHHMM).

2.3 *Primary purpose of call:* the POC (Purpose of Conveyance Call) segment (HS) can be used for indicating C525 (Purpose of Conveyance Call): DE 8025 (Conveyance call purpose description code) = 1 (Cargo operation) or 2 (Passenger movement) or 3 (Taking bunkers) or 4 (Changing crew) or others.

3.1 *The type of valid International Ship Security Certificate provided to the ship and its expiry date:* the DOC segment (SG4) can be used for indicating C002 (Document/message name): DE 1001 (Document name code) = 536 (ISSC) or 537 (Interim ISSC) or blank and the expiry date should be input under the DTM segment (SG4), indicating C507: DE 2005 (Date or time or period function code) = 36 (Expiry date), DE 2380 in CCYYMMDD format and DE 2379 = 102.

3.1.1 *The Contracting Government or Recognized Security Organization which issued the certificate in 3.1:* the NAD segment (SG6) can be used for indicating DE 3035 (Party function code qualifier) = DFQ (Security certificate issuer, recognized), C082: DE 3039 (Party identifier), DE 1131 (Code list identification code) and 3055 (Code list responsible agency code), C058: DE 3124 (Name and address description).

3.1.2 *The explanation of why an International Ship Security Certificate or Interim International Ship Security Certificate is not on board, if applicable:* the DOC segment (SG4) can be used for indicating C503 (Document/message details): DE 1373 (Document status code) = 11 (Document not available), and the reason why ISSC or Interim ISSC is not on board in text into DE 1366 (Document source description).

3.1.2.1 *Whether the ship has an approved security plan on board:* The DOC segment (SG4) can be used for indicating C002: DE 1001 = 552 (Ship Security Plan) and 1000 (if yes, security plan name).

3.2 *The current security level:* the STS segment (HS) can be used for indicating C601 (Status category): DE 9015 (Status category code) = 11 (Transport means security status), and C555 (Status): DE 4055 (Status description code) = 139 (Normal security measures required) or 140 (Heightened security measures required) or 141 (Exceptional security measures required).

3.2.1 *Location of the ship at the time the report is made:* the GPO (Geographical position) segment (HS) can be used for indicating DE 6029 (Geographical position code qualifier) = 5 (Transport means reporting location), DE 6000 (Latitude degree, an..10) and DE 6002 (Longitude degree, an..11).

Note 1: DE 6000 (Latitude degree) to specify the angular distance, measured in degrees, minutes, and seconds, north or south from the equator.

Note 2: DE 6002 (Longitude degree) to specify the value of longitude, i.e. the angular distance east or west on the earth's surface, measured by the angle and expressed in degrees, minutes, and seconds, which the meridian passing through a particular place makes with a standard or prime meridian.

3.3 The period of the last 10 calls at port facilities at which the ship conducted ship/port interface, the location, and the security level while at which the ship operated & 3.3.1 – 3.3.2 can be entered by using LOC-DTM-STS-FTX segments (SG10):

LOC segment – 3227 (Location function code qualifier) = 94 (Previous port of call), C517: DE 3225 (Location identifier = UNLOCODE: Two alpha country code + 3 alpha-numeric location code) to be used and DE 3224 (Location name in text), for port facility C519 (Related location one identifier): DE 3223 (First relation location identification) and DE 3222 can be used for "Port facility where the ship is to berth" by using local code or in text.

Period of port call *(from-to):* DTM segment – C507: DE 2005 (Date or time or period function code) = 778 (Conveyance port activity date/time) to be used, DE 2380 (Period in txt) in CCYYMMDDHHMM-CCYYMMDDHHMM format (DE 2379 = 719).

Security level:– use the FTX segment in the same SG10, as Qualifier DE 4451 (Text subject code qualifier) = BLS (Previous port of call security information), C108: DE 4440 in text, e.g. Level 1 or Level 2 or Level 3.
Note: "Security level" of 3.3 should be handled by the STS segment. However, there is no "Status category code (DE 9015)" for "Previous port of call security level", so that the FTX segment is currently used for specifying the security level of the previous port of call. Code for "Previous port of call security level" of 4451 to be added.

3.3.1 ***did the ship take any special or additional security measures taken:*** STS: C601: 9015 = 11 (transport means security status) to be used, C555: 4405 (Status description code) = 144 (Special or additional security measures taken) to be selected, then if Yes, to explain about the special or additional security measures taken using DE 4404 in text (in an..35) If no special or additional security measures taken, skip this part.

3.3.2 An explanation of the special or additional security measures reported in 3.3.1: use STS segment (SG10) as C555: DE 4405 (Status description code) = 144 (Special or additional security measures taken), and DE 4404 (Status description in text, an..35).

3.4 The ship-to-ship activities which were carried out during the last ten port calls reported in 3.3& 3.4.1 – 3.4.2.

3.4.1 Whether the ship security procedures, specified in the approved ship security plan, have been maintained during each of the ship-to-ship activities reported in 3.4; and

3.4.2 The security measures applied in lieu of those specified in the approved ship security plan for the ship-to-ship activities reported in 3.4:

The SG10 can be used for indicating LOC-GPO-DTM-STS-FTX:

LOC segment for Location or latitude and longitude: DE 3227 (Location function code qualifier) = 297 (Ship-to-ship activity location), C517: 3225 (Location identifier = UNLOCODE: Two alpha country code + 3 alpha-numeric location code) to be used and DE 3224 (Location name in text), for port facility C519 (Related location one identifier): DE 3223 (First relation location identification) and DE 3222 can be used for "Port facility

where the ship is to berth" by using local code or in text or **GPO segment**: DE 6029 = 4 (Ship-to-ship activity location), DE 6000 (latitude degree) and DE 6002 (longitude degree).

Period of activity (from-to): DTM: C507: DE 2005 (Date or time or period function code) = 78 (Event date/time/period, actual) to be used, DE 2380 (Period in txt) in CCYYMMDDHHMM-CCYYMMDDHHMM format (DE 2379 = 719).

Ship-to-ship activity & 3.4.1/3.4.2: FTX: DE 4451 = BMC (Ship-to-ship activity information), C108 – DE 4440 (Ship-to-ship activity to be described in text, an..512). and STS segment can be used for 3.4.1/3.4.2, C601 – DE 9015 = 11 (Transport means security status), C555: DE 4405 = 142 (Ship security procedures not maintained during ship-to-ship activity) or 143 (Ship security procedures maintained during ship-to-ship activity) to be selected, and then if not maintained (4405=142), to explain in DE 4404 in text (an..35).

3.5 *A general description of the cargo aboard the ship*:* the GDS segment (SG2) can be used for indicating C703: DE 7085 = 11 (Hazardous cargo) or 16 (Non-hazardous cargo).

3.5.1 *Whether the ship is carrying dangerous substances as cargo*:* the FTX segment (SG2) can be used for indicating DE 4451 = AAD (Dangerous goods technical name), and C108 – DE 4440 (Dangerous substances carried on board to be described in text if necessary, an.512).

3.5.2 *A copy of the Dangerous Goods Manifest (IMO FAL Form 7)*:* No need for electronic transmission.

3.6 *A copy of the ship's Crew List (IMO FAL Form 5)*:* No need for electronic transmission.

3.7 *A copy of the ship's Passenger List (IMO FAL Form 6)*:* No need for electronic transmission.

4.1 *Whether there are any security-related matters to report & 4.1.1 The details of any security-related matters identified in 4.1:* Use STS segment (HS) for indicating C555: DE 4405=145 (Security related matter to report), and FTX segment (HS), DE 4451 = BLT (Security information) and C108: DE 4440 (Other security matters to report described in text).

5. *Name and contact details (telephone number) of the agent of the ship at the intended port of arrival*:* the NAD segment (SG6) can be used for indicating DE 3035 = CG (Carrier's agent), C082: 3055=372, C080 – DE 3036 (Name of the agent at port of arrival in text, an..70 x 5) and CTA and COM segments (SG7) under SG6 can be used for indicating CTA: DE 3139=BQ, C056: DE 3413 and DE 3412, COM: DE 3148 (Communication address identifier in text, an..512) and DE 3155 = TE (Telephone) or AL (Cellular phone) or AV (Inmarsat call number) or EM (Electronic mail).

6.1 *Name of the person providing the information* & 6.2 Title or position of the person providing the information*:* the NAD segment (SG6) can be used for indicating DE 3035 = CPE (Transport means master name) or DFR (Ship security officer) and C080 – DE 3036 (Master's name or Ship security officer's name preparing the report in text).

6.3 *Signature: No need for electronic transmission.*

The place, time, and date of the report: ***For location of person reporting*** – the LOC segment (SG3) can be used for indicating DE 3227 (Location function code qualifier) = 172 (Reporting location) and C517: DE 3225, DE 3224 (location name in text), or if the reporting location was at

sea, use DE 3227 (Location function code qualifier) = 172 (Reporting location), C519: DE 3222 (latitude in text) and C553: DE 3222 (longitude in text).

For the time and date of the report – the DTM segment in HS can be used for indicating C507: DE 2005 (Date or time or period function code qualifier) = 243 (Transmission date/time of document) together with DE 2380 in CCYYMMDDHHMMSS format, DE 2379 (Date or time or period format code) = 204.

C.1.3 Ship's Security Report Mapping Table (CUSREP use)

Note: Information numbers are the same as block numbers on Security-Report Form and MSC.1/Circ.1305. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
0. Document name	Header Section	BGM		C002: 1001 = 588 (Transport means security report)		
(Reporting) Time and Date		DTM		C507: 2005=243 (Transmission date/time of document)	2380 (Date & time) 2379= 204 (ccyymmddhhmmss)	
2.3Primary purpose of call		POC		C525: 8025 (Conveyance call purpose description code) = 1 (cargo operation)		8025 Example: 1: Cargo operation 2: Passenger movement 3. taking bunkers, etc.
1.8 Gross tonnage		MEA	6311=AAN (Weight of conveyance)	C502: 6313 = AAM (Transport means gross weight)	C174: 6411 (measurement unit code): 6314 (measure)	UNECE/ Rec.20 (Codes for units of measurement used in International trade) to be used.
3.2.1 Location of the ship at the time the report is made		GPO	6029 = 5 (Transport means reporting location)	6000 (Latitude degree)	6002 (Longitude degree)	6000- an..10 6002- an..11
3.2 Current security level		STS		C601: 9015=11 (Transport means security status)	C555: 4405 (Status description code) = 139=Level 1 140=Level 2 141=Level 3	
4.1/4.1.1 Is there any other		STS		C555: 4405=145 (Security related matter to report)	4404 (Status description) in an..35	

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
security matter you wish to report?						
4.1.1 Yes, provide details.		FTX	4451=BLT (Security information)	C108: 4440 (Explanation in text, an..512)		
3.5 General description of cargo	SG2: GDS-FTX	GDS		C703 : 7085=11 (Hazardous) or 12 (general cargo) or 16 (Non-hazardous)		Example of 7085: 6-Vehicles 9-containerized
3.5.1 Is the ship carrying any dangerous substances as cargo?		FTX	4451= AAD (Dangerous goods technical name)	C108:4440 ("See Dangerous good manifest" in text)		If yes, IMO/FAL Form 7 should be submitted together with this Security message.
2.1 Port of Arrival & Port of arrival facility where the ship is to berth, if known	SG3: LOC-DTM	LOC	3227= 60 (POA)	C517: 3225 (UNLOCODE) 3224 (location name)	C519: 3223 (1st related location Id. = Facility code) 3222 (1st related location name)	UNECE/ Rec.16 3223 (First related location id.) is Local code, if available)
2.2 Expected date and time of arrival of the ship in port		DTM	C507: 2005= 132 (ETA)	2380 in CCYYMMDDHHMM format	2379 = 203 (CCYYMMDDHHMM)	2005=178 (TA)
Location of person reporting	SG3: LOC-DTM	LOC	3227=172 (Reporting location)	C517: 3225 (UNLOCODE)	3224 (Location name	
(Reporting) Time and Date		DTM		C507: 2005=243 (Transmission date/time of document)	2380 (Date & time) 2379= 204 (CCYYMMDDHHMMSS)	
1.3 Port of registry	SG4: DOC-RFF-DTM-LOC	DOC		C002: 1001=798 (Certificate of registry)	1000 (Document name)	
		LOC	3227= 89 (Place of registration)	C517: 3225 (UNLOCODE)	3224 (location name) in text	UNECE/ Rec.16 (UNLOCODE)
3.1 Ship is provided with a valid ISSC or Interim ISSC	SG4: DOC-RFF-DTM-LOC	DOC		C002: 1001= 536 (ISSC) 537 (Interim ISSC)	1000 (Document name)	
3.1.1 ISSC expiry date		DTM	C507: 2005= 36 (Expiry date)	2380 in CCYYMMDD format	2379 = 102 (CCYYMMDD)	

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
3.1.2 The explanation of why an ISSC or Interim ISSC is not on board, if applicable	SG4: DOC-RFF-DTM-LOC	DOC		C503: 1373=11 (Document not available)	1366 (Document source description) to be used "explain why".	
3.1.2.1 Whether the ship has an approved security plan on board	SG4: DOC-RFF-DTM-LOC	DOC		C002: 1001=552 (Ship security plan)		If No, this part can be skipped.
1.6 Call sign	SG6: NAD-SG7-SG8	NAD	3035=CA (Carrier)			
	SG7: CTA-COM	CTA	3139=CA (Carrier)			
		COM		C076: 3148 (Call sign)	3155= AW (Radio Communication Call Sign)	an..512
1.7 Inmarsat numbers		COM		C076: 3148 (Inmarsat call number)	3155 = AV (Inmarsat call number)	an..512
1.9 Name of Company 1.10 IMO Company identification number	SG6: NAD-SG7-SG8	NAD	3035=DFJ (ISPS responsible party)	C082: 3039 (IMO Company Id. number)	C080: 3036 (Name of Company in text)	3036- an..70 x 5 3039- an..35
1.11 Name and 24-hour contact details of the Company Security Officer	SG6: NAD-SG7-SG8	NAD	3035=DFB (Company security officer*)	C080: 3036 (Party name)		(*) see IMO MSC/Circ.1130 3036- an..70 x 5
	SG7: CTA-COM	CTA	3139=BP (Company Security Officer's 24-hour contact)	C056: 3413 (Contact Id.)	3412 (Contact name)	
		COM		C076: 3148 (Comm. Address Id.)	3155= AV (Inmarsat call number) TE (telephone) AL (Cellular phone)	

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
3.1.1 International Ship Security Certificate issuer	SG6: NAD-SG7-SG8	NAD	3035 (Party function code qualifier)= DFQ (Security certificate issuer, recognized)	C082: 3039 (Party identifier)	C080: 3036 (Party name)	3039- an..35
5. Name & contact details of the agent at port of arrival	SG6: NAD-SG7-SG8	NAD	3035 =CG (Carrier's agent)	C082: 3055= 372 (Agent of ship at the intended port of arrival)	C080: 3036 (Party name, an..70)	
	SG7: CTA-COM	CTA	3139= BQ (Agent of ship at the intended port of arrival)	C056: 3413 (Contact id. – such as a dept or employee),	3412 (Contact name in text)	an..512
		COM		C076: 3148 (Comm. address Id.)	3155 (comm. Means type code)= TE (Telephone) AL (Cellular phone)	
6.1/6.2 Name, title or position of person providing the information	SG6: NAD-SG7-SG8	NAD	3035= DFR (Ship security officer) or CPE (Transport means master name)	C080: 3036 (Security officer's name or Master's name, an..70)		
Transport details	SG9: TDT-TPL-DTM-SG10	TDT	8051=20 (main-carriage transport)			
Voyage number			8028 (Means of transport journey Id.)			
1.5 Type of ship				C001: 8179 (Transport means description code = Type of ship)	8178 (Transport means description)	UNECE/ Rec.28 (Codes for Types of Means of Transport)
1.1 IMO number				C222: 8213 (Transport means Identification name identifier)		UNECE/ Rec.10 (Codes for Name of ship = IMO number)
1.2 Name of ship					8212 (Transport means identification name) in text	
1.4 Flag State of ship					8453 (Transport means nationality code)	UNECE/ Rec. 3 (= IS 3166 Country code) to be used.

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
3.3 The period of the last ten calls at port facilities at which the ship conducted ship/port interface, the location, and the security level while at which the ship operated						
3.3 Previous port call port & port facility	SG10: LOC-GPO-DTM-QTY-NAD-MEA-POC-STS-FTX	LOC	3227=94 (Previous port of call)	C517: 3225 (UNLOCODE)	3224 (Location name in text)	UNECE/Rec. 16 2 alpha country code + 3 an location code to be used.
				C519: 3223 (1st related location id. = Facility code)	3222 (Facility name in text)	3223 may be a local code, if available)
3.3 Previous port call period		DTM	C507: 2005= 778 (Conveyance port activity date/time)	2380 (period stayed in CCYYMMDDHHMM-CCYYMMDDHHMM format)	2379 (Period format code)= 719 (CCYYMMDDHHMM-CCYYMMDDHHMM)	
		POC		C525: 8025= 1 (cargo operation) etc.	8024 (Conveyance call purpose description in text in an..35)	
3.3.1/3.3.2 Did the ship take any special or additional security measures during the period of stay? If yes, explain.		STS	C601: 9015= 11 (Transport means security status)	C555: 4405= 144 (special or additional security measures taken)	4404 (explain what security measures taken in text, an..35)	
3.3 Previous port of call security level		FTX	4451= BLS (Previous port of call security information)	C108: 4440 (Status description in text)		Security level: Level 1 or Level 2 or Level 3
3.4 Most recent ship-to-ship activities during the period of 3.3 – chronological order beginning with most recent (if not applicable, can skip this part)						
3.4 Ship-to-ship activity Location or latitude & longitude	SG10: LOC-GPO-DTM-QTY-NAD-MEA-POC-STS-FTX	LOC	3227= 297 (ship-to-ship activity location)	C517: 3225 (Location identifier = UNLOCODE)	3224 (Location name in text, an..256)	If the ship-to-ship activity is at sea, this can be skipped.
		GPO	6029= 4 (Ship-to-ship activity location)	6000 (Latitude degree, an..10)	6002 (Longitude degree, an..11)	If the ship-to-ship activity is at port, this can be skipped.

Information	Segment Group	Segment	Qualifier	DE1	DE2	Remarks
3.4 Ship-to-ship activity period		DTM	C507: 2005= 48 (Duration) or 78 (Event date/time/period, actual)	2380 (date or time or period in CCYYMMDDHHMM-CCYYMMDDHHMM format)	2379=719	
3.4.1 Have the ship security measures from the approved security plan been maintained		STS	C601: 9015=11 (transport means security status)	C555: 4405=142 (Security measures from approved plan not maintained during ship-to-ship activity) or 143 (Security measures from approved plan maintained during ship-to-ship activity)	4404 (Describe in text)	
		FTX	4451= BMC (Ship-to-ship activity information)	C108: 4440 (Explanation in text, an..512 x 5)		
3.5.2. Dangerous goods manifest attached			**Not needed for electronic transmission**			Not required for EDI
3.6 Crew List attached						Not required for EDI
3.7 Passenger List attached						Not required for EDI
6.3 Signature						Not needed for electronic transmission.

C.2 Option-2 Ship's Security Report message based on BERMAN Ver. 2.0

Message Implementation Guideline for BERMAN (Version 2.0) was developed by the PROTECT Group (European Port Authority Group) and this group calls BERMAN message as "Berth services request message" and this version 2.0 message is already used for transmitting the Ship's security related information in some European ports.

Note: Information numbers are the same as block numbers on Security-Report Form and MSC.1/Circ.1305.

C.2.1 Ship's Security Report (annotated based on BERMAN Ver. 2.0)

SECURITY REPORT (Annotated)

BGM: C002 – 1001 = 588

Note: The block numbers identify the relevant section numbers of MSC/Circ. 1305 | Page No. (e.g. 1 of 3) of

1.1 IMO number **SG3-TDT; C222: 8213**	1.2 Name of ship/ Voyage number **SG3-TDT: 8028, C222: 8212**	1.3 Port of registry **SG4-LOC; 3227=89, C517: 3225, 3224**	
1.4 Flag State **SG3-TDT: C222: 8453**	1.5 Type of ship **SG3-TDT; 8051=20, C001: 8179, 8178**	1.6 Call sign **SG3-COM: C076: 3148, 3155=AW**	1.7 Inmarsat call numbers **SG3-COM: C076: 3148, 3155=AV**
1.8 Gross Tonnage **SG3-MEA: 6311=AAN, C502: 6313=AAM, C174: 6411=TNE, 6314**	1.9 Name of Company & IMO Company Id. No. **SG1-NAD: 3035=DFJ, C082: 3039, C080: 3036,**	1.11 Name and 24-hour contact details of the Company Security Officer **SG1-NAD: 3035=DFB, C080: 3036** **SG2-CTA; 3139=BP, C056: 3413, 3412 COM: C076: 3148, 3155=TE (telephone)**	
1.10 IMO Company identification number **(Included in the box 1.9 above.)**			
2.1. Port of arrival and port facility where the ship is to berth (**Port) SG4-LOC: 3227=60, C517: 3225, 3224, (Facility), C519: 3223, 3222**		2.2 Expected date/Time of arrival **SG4-DTM: C507:2005=132, 2380, 2379=203**	2.3 Primary purpose of call **SG3-FTX: 4451=AAI, C108: 4440**

3.1. The type of valid ISSC or Interim ISSC provided to the ship and the expiry date (check box) ISSC certificate ☐ Yes ☐ No Interim ISSC certificate ☐ Yes ☐ No **SG6-DOC: C002: 1001; 536 (ISSC) or 537 (Interim ISSC), DTM: 2005=36, 2380, 2379=102**	3.1.1. Contracting government or RSO which issued the certificate in 3.1 **SG5-NAD: 3035=DFQ, C082: 3039, C080: 3036**	3.1.2 The explanation of why an International Ship Security Certificate or Interim International Ship Security Certificate is not on board, if applicable **SG6-DOC: C503: 1373=11, 1366**
3.1.2.1. Whether the ship has an approved security plan on board (check box) ☐ Yes ☐ No **SG6-DOC; C002: 1001=552**	3.2 Current security level (check box) ☐ 1 ☐ 2 ☐ 3 **HS-FTX: 4451=BLT, C108: 4440**	3.2.1 Location of the ship at time the report is made **SG4-LOC: 3227=172, C517: 3225, 3224 (for at port) or C517: 3224 (Latitude), C553: 3232 (Longitude)**

3.3 The period of the last ten calls at port facilities at which the ship conducted ship/port interface, the location, and the security level while at which the ship operated

Number of port call	Period of port call		Port, country, port facility, and UNLOCODE	Security level (check box)	3.3.1 Whether the ship, during the last ten port calls reported in 3.3, took any special or additional security measures beyond those specified in the approved ship security plan? (check box)
	From (CCYYMMDD)	To (CCYYMMDD)		☐1 ☐2 ☐3	☐ No ☐ 3.3.2 An explanation of the special or additional security measures reported in 3.3.1.

	SG8-DTM; C507: 2005=778, 2380, 2379=719		**SG8-LOC: 3227=94, C517: 3225, 3224 for country/port, C519: 3223, 3222 for port facility**	**SG8-FTX: 4451=BLS, C108: 4440**	**SG8-FTX: 4451= BMC, C108: 4440** (If No, 3.3.1 can be skipped. If Yes, explain the special or additional security measures reported in 3.3.1 into DE 4440)
2					
3					
4					
5					
6					
7					
8					
9					
10					
3.4 The ship-to-ship activities which were carried out during the last ten port calls reported in 3.3 (If No, Item 3.4 should be skipped)					
Number(from 3.3)	Period of activity		Location or latitude and longitude	Ship-to-Ship activity	3.4.1 Whether the ship security procedures, specified in the approved ship security plan, have been maintained during each of the ship-to-ship activities reported in 3.4? ☐ Yes ☐ 3.4.2 The security measures applied in lieu of approved ship security plan for the ship-to-ship activities reported in 3.4
	From (CCYYMMDD)	To (CCYYMMDD)			
	SG8– DTM: C507: 2005= 78 , 2380 (CCYYMMDDHHMM-CCYYMMDDHHMM), 2379=719		**SG8-LOC: 3227=297, C517: 3225, 3224 for at port or C519: 3222 (Latitude), C553: 3232 (Longitude)**	**(See the previous box – FTX)**	**SG8-FTX: 4451= BMC , C108: 4440**

3.5 General description of cargo **SG10-GDS: C703: 7085=9 or 11 or 12 or 16,** **FTX: 4451=AAA, C108: 4440**	3.5.1 Whether the ship is carrying dangerous substances as cargo? (check box) ☐ Yes, see DGM ☐ No **If Yes, Dangerous Goods Manifest should be attached and if necessary, explain in FTX; 4451=AAC, C108: 4440**	Attached Documents (check boxes) ☐ 3.5.2 DGM ☐ 3.6 Passenger list ☐ 3.7 Crew list **(Not need for electronic transmission)**

4.1 Whether there are any security-related matters to report? (check box) ☐ No ☐ 4.1.1 Yes, the details of any security-related matters identified in 4.1. **HS-FTX: 4451=BLT, C108: 4440**	
5. Name and contact details (tel. no.) of the agent of the ship at the intended port of arrival **SG1-NAD: 3035=CG, C082: 3039, 3055=372, C080: 3036** **SG2-CTA: 3139= BQ, C056: 3413, 3412, COM: C076: 3148, 3155=TE**	6.1 & 6.2 Name & title or position of the person providing the information **SG1-NAD: 3055=CPE or CFR, C080: 3036**

6.2 Title or position of the person providing the report **(Included in 6.1.)**	6.3 Signature **(No need for electronic transmission)**	6.4 Location of person reporting **SG4-LOC: 3227=172, C517: 3225, 3224 for at port or if the reporting location was at sea, use C519: 3222 (Latitude), C553: 3232 (Longitude)**	6.5 Date & Time **(CCYYMMDD HHMMSS) of the report** **HS-DTM: C507: 2005=243, 2380 (CCYYMMDDHHMMSS), 2379=204**

C.2.2 Message Implementation Guideline for Ship's Security Report (BERMAN Ver. 2.0 use)

The following information should be used to complete the BERMAN (V2.0) when transmitting Ship's Pre-arrival Security related Information in EDI format.

Note: In this paragraph following abbreviations are used: HS for Header Section, SG for Segment Group, DE for Data Element, and Cxxx means Composite Data Element.

Note: The following list is numbered to be consistent with the corresponding box in the Security Report and MSC.1/Circ.1305. (Information repeated from the General Declaration, also based on the CUSREP, is indicated by*.)

0. To designate the document name is going to be submitted, the BGM segment in HS, C002 (Document/message name), DE 1001 (Document name code) = 588 (Transport means security report) is used.

1.1 **IMO number***/1.2 ***Name of ship/Voyage number/***1.4 ***Flag State (of ship)/*** 1.5 ***Type of ship***:: the TDT Transport Details segment (SG3): DE 8051=20 (Main-carriage transport), DE 8028 (Means of transport journey identifier = *Voyage number*), C001 – DE 8179 (Transport means description code = *Type of ship,* UNECE/Rec.28: "Codes for Type of Means of Transport" to be used) and if necessary DE 8178 (Transport means description) can be used, C222: DE 8213 (Transport means identification name Id. = *IMO number*), DE 8212 (Transport means identification name = *Name of ship*), DE 8453 (Transport means nationality code = 2-alpha Country code (UNECE/Rec.3) to be used).

1.3 ***Port of registry****:* the LOC segment (SG4) can be used indicating DE 3227=89 (Place of registration) and C517: DE 3225 (UN/LOCODE – 2-alpha country code + 3 alpha-numeric UN/LOCODE) and DE 3224 (location name).

1.6 ***Call sign****:* can be entered in the COM segments (SG3). C076: DE 3148 (Call sign) indicating DE 3155=AW (Radio Communication Call Sign).

1.7 ***Inmarsat call numbers****:* can be entered in the COM segment (SG3), C076 – DE 3148 (Inmarsat call number) indicating DE 3155=AV (Inmarsat call number).

1.8 ***Gross tonnage****:* to be given in the MEA segment (SG3), Qualifier DE 6311=AAN (Weight of conveyance), C502: DE 6313=AAM (Transport means gross tonnage), C174: DE 6411 (measurement unit code, use UNECE/Rec.20: TNE = metric ton) and DE 6314 (measure).

1.9&10 ***Name of Company & IMO Company identification number****:* the NAD segment (SG1) to be used indicating DE 3035=DFJ (ISPS responsible party), C082 – DE 3039 (Party identifier = IMO Company identification number), C080: DE 3036 (Party name),

1.11 ***Name and 24-hour contact details of the Company Security Officer****:* the NAD segment (SG1) and CTA-COM segments (SG2) to be used, indicating NAD (SG1) – DE 3035=DFB (Company security officer), C080: DE 3036 (Party name) and indicating CTA-COM in SG2, the CTA segment DE 3139=BP (Company security officer's 24-hour contact), C056: DE 3413 (Contact Id.) and DE 3412 (Contact name), and the COM segment – C076 – DE 3148 (Telephone number), 3155=TE (Telephone).

2.1 ***Port of arrival and port facility where the ship is to berth, if known****:* use LOC segment (SG4) as Qualifier DE 3227=60 (Place of arrival) and the location code in C517 – DE 3225 (UN/LOCODE), DE 3224 (Location name) and C519 (First related location Id.) – DE 3223 (enter the code if there is the facility code of the port, with 1131 and 3055), DE 3222 (first related location name).

2.2 ***Expected date and time of arrival of the ship in port****:* the DTM segment (SG4) can be used indicating C507: DE 2005=132 (ETA), DE 2380 in CCYYMMDDHHMM format and DE 2379=203 (CCYYMMDDHHMM).

2.3 ***Primary purpose of call****:* use the FTX segment (SG3) as Qualifier 4451=AAI (General information), C108: DE 4440 (Primary purpose of call = Loading cargo &/or unloading cargo, etc., to be entered in text).

3.1 ***The type of valid ISSC or Interim ISSC provided to the ship (and its expiry date)****:* use the DOC & DTM segments (SG6), DOC - C002 (document/message name) – DE 1001=536 (ISSC) or 537 (Interim ISSC), and ***its expiry date*** to be entered in the DTM segment (SG6) as Qualifier C507: DE 2005=36 (Expiry date), DE 2380 (CCYYMMDD) and DE 2379=102 (CCYYMMDD).

3.1.1 ***The Contracting Government or Recognized Security Organization which issued the certificate in 3.1****: .*the ISSC issuer can be entered in the NAD segment (SG5) as Qualifier DE 3035=DFQ (Security certificate issuer, recognized), C082: DE 3039 (Party identifier), or if no Party identifier, use C080 – 3036 (Party name in text).

3.1.2 ***The explanation of why an International Ship Security Certificate or Interim International Ship Security Certificate is not on board, if applicable****:* the DOC segment (SG6) can be used as C002: DE 1001=536 (ISSC), C503: DE 1337=11 (Document not available), and describe "the reason why ISSC or Interim ISSC is not on board" in DE 1366.

3.1.2.1 ***Whether the ship has an approved security plan on board****:* if Yes, use the DOC segment (SG6) as C002: DE 1001=552 (Ship security plan).

3.2 ***The current security level****:* use the FTX segment (HS) as Qualifier 4451=BLT (Security information), and C108: DE 4440 (Security level in text, e.g. Level 1 or 2 or 3).

3.2.1 ***Location of the ship at the time the report is made****:* use the LOC segment (SG4), as Qualifier DE 3227=172 (Reporting location), C517: DE 3225 (Location id.) by UN/LOCODE & DE 3224 (Location name), or when the reporting location is at sea, use C519 (Related Location One Id.) - DE 3222 (Latitude) and C553 (Related Location Two Id.): DE 3232 (Longitude).

3.3 ***The period of the last 10 calls at port facilities at which the ship conducted ship/port interface, the location and the security level while at which the ship operated****:*

(Previous port of call & country): Use the LOC segment (SG8) within SG7 as Qualifier DE 3227 (location function code qualifier)=94 (previous port of call), C517: DE 3225 (Location Id. = UN/LOCODE in 2-alpha country code (ISO 3166) + 3-alpha-numeric UN/LOCODE), DE 3224 (Location name in text), **(Previous port call facility)**: in the same LOC segment (SG8), C519: DE 3223 (First related location Id.) to be used for indicating the previous port call facility, e.g. berth No. and DE 3222 (First related location name),

(Previous port of call period): use the DTM segment (SG8), C507: DE 2005 (Date or time or period function code qualifier) = 778 (Conveyance port activity date/time), DE 2380 (Date or time or period text in CCYYMMDDHHMM-CCYYMMDDHHMM format), DE 2379 (Period format code)=719 (CCYYMMDDHHMM-CCYYMMDDHHMM),

(Previous port call security level): use the FTX segment (SG8), as Qualifier DE 4451 (Reference code qualifier) = BLS (Previous port of call security information), C108: DE 4440 in text, e.g. Level 1 or Level 2 or Level 3.

3.3.1 ***Whether the ship, during the last ten port calls reported in 3.3, took any special or additional security measures beyond those specified in the approved ship security plan****:* use the FTX segment (SG8) as Qualifier DE 4451 = BMC (Security information) for "Special or additional security measures taken", C108 – 4440 (Any special or additional security measures taken to be input in text.)

Note: "Special or additional security measures taken" to be added as a "Text subject code qualifier" (4451), or to allow to use STS segment in BERMAN message, a message structure change request should be submitted.

3.3.2 ***An explanation of the special or additional security measures reported in 3.3.1****:* (Included in 3.3.1)

3.4 ***The ship-to-ship activities which were carried out during the last ten port calls reported in 3.3****:*
(Ship-to-ship activity location or latitude and longitude): use the LOC segment (SG8), as Qualifier DE 3227 = 297 (ship-to-ship activity location), C517: DE 3225 (Location Id. = UN/LOCODE), 3224 (Location name text), or C519: DE 3222 (latitude in text), and C553: DE 3232 (longitude in text),

(Ship-to-ship activity period): use the DTM segment (SG8), C507 – DE 2005 = 78 (Event date/time/period, actual), DE 2380 (CCYYMMDDHHMM-CCYYMMDDHHMM in text), DE 2379 = 719,

(Ship-to-ship activity): use the FTX segment (SG8), as Qualifier DE 4451 = BMC (Ship-to-ship activity information), C108: DE 4440 (Describe "what kind of ship-to-ship security measures has been taken" in text).

3.4.1 ***Whether the ship security procedures, specified in the approved ship security plan, have been maintained during each of the ship-to-ship activities reported in 3.4****:*
If not maintained, skip this part. If maintained, use the FTX segment (SG8), as Qualifier DE 4451 = BMC (to be used as a temporary measure until "Ship security plan maintained" to be added), then C108: DE 4440 (Describe "Security measures applied" in text).

Note: "Special or additional security measures taken", "Ship security plan maintained" & "Security measures applied" to be added as a "Text subject code qualifier" (4451).

3.4.2 ***The security measures applied in lieu of those specified in the approved ship security plan for the ship-to-ship activities reported in 3.4****:*
(See 3.4.1 if the approved ship security plan maintained during the ship-to-ship activities reported in 3.4).

3.5 ***A general description of the cargo aboard the ship*****:* use the GDS-FTX segments (SG10), indicating GDS: C703 (Cargo type classification code): 7085 = 9 (Containerized)
or 11 (Hazardous cargo) or 12 (General cargo) or 16 (Not-hazardous cargo), and if necessary, use FTX: C108: DE 4440 for explaining more detail about "General description of cargo" or "Dangerous substances as cargo aboard" in text.

3.5.1 ***Whether the ship is carrying dangerous substances as cargo*****:* If 7085=11 in 3.5, DGM should be attached and if necessary, describe in FTX; 4451=AAC (Dangerous goods additional information), C108: DE 4440 (Further explanation of dangerous goods aboard in text).

3.5.2 ***A copy of the Dangerous Goods Manifest (IMO FAL Form 7)*****:* (See 3.5.1)

3.6 ***A copy of the ship's Crew List (IMO FAL Form 5)*****:* Not needed for EDI

3.7 ***A copy of the ship's Passenger List (IMO FAL Form 6)*****:* Not needed for EDI

4.1 ***Whether there are any security-related matters to report/***4.1.1 ***The details of any security – related matters identified in 4.1****:* use the FTX segment (HS), as Qualifier 4451 = BLT (Security information), C108: DE 4440 (Describe "Security matter to report" in text).

5. ***Name and contact details (telephone number) of the agent of the ship at the intended port of arrival*****:*
(Name or agent at port of arrival): use the NAD segment (SG1) as Qualifier 3035 = CG (Carrier's agent), C082: DE 3039 (Party Id.), C080: DE 3036 (Party name),
(Contact of agent at port of arrival) & **(Contact details – telephone No.)**: use the CTA-COM segments (SG2) indicating CTA: DE 3139 (Contact function code) = BQ (Agent of ship at the intended port of arrival), C056: DE 3413 (Contact Id. = Department or employee name code), DE 3412 (Contact name = Department or employee name), and COM: C076: DE 3148 (Communication address Id. = telephone No. in text), DE 3155 = TE (Telephone).

6.1/6.2 ***Name and Title or position of the person providing the report*** **:* : the NAD segment (SG1) can be used for indicating DE 3035 = CPE (Transport means master name) or CFR (Ship security officer) and C080: DE 3036 (Master's name or Ship security officer's name preparing the report in text, an..70 x 5).

6.4 **Location of the person reporting**: use the LOC segment (SG4) as Qualifier DE 3227 = 172 (Reporting location), C517: DE 3225 (UN/LOCODE), 3224 (Location name) or if the reporting location was at sea, use C519: DE 3222 (latitude in text) and C553 – DE 3232 (longitude in text).

6.5 **Date and time of the report**: use the DTM segment (HS), C507: DE 2005 = 243 (Transmission date/time of document), DE 2380 (CCYYMMDDHHMMSS in text), by designating DE 2379 = 204

C.2.3 Ship's Security Report (BERMAN Ver.2.0 use) Mapping Table

Note: Data Elements may be not sequential, because in this mapping table their sequence is aligned with the sequence of segments within a segment group. Further, the order of SG, Segment and DE in this table is redesigned based on the message structure included in the UN/EDIFACT directory.

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
0. Document name	Header Section: UNH-BGM-DTM-FTX-RFF-QTY	BGM		C002:1001 (Document name code) = 588 (Transport means security report)		
6.5 (Reporting) Date & Time		DTM	C507: 2005= 243 (Transmission date/time of document)	2380 (CCYYMMDD HHMMSS in text)	2379 = 204	an…35
3.2 Current security level		FTX	4451=BLT (Security information)	C108: 4440 (Security level in text, e.g. Level 1 or Level 2 or Level3)		
4.1/4.1.1 Is there any other security matter you wish to report?		FTX	4451=BLT (Security information)	C108: 4440 (Explanation)		If no other security matter to report, skip this part.
1.9 Name of Company 1.10 IMO Company identification number	SG1: NAD-SG2	NAD	3035 = DFJ (ISPS responsible party)	C082: 3039 (Party identifier) = (IMO number)	C080: 3036 (Party name)	an..35
1.11 Name and 24-hour contact details of Company Security Officer	SG1: NAD-SG2	NAD	3035 = DFB (Company security officer)	C080: 3036 (Party name)		an..70
	SG2: CTA-COM	CTA		3139 = BP (Company Security Officer's 24-hour contact)	C056: 3413 (Contact Id.), 3412 (Contact name)	
		COM		C076: 3148 (Telephone number)	3155 = TE (Telephone)	
5.1 Name of agent at port of arrival	SG1: NAD-SG2	NAD	3035 = CG (Carrier's agent)	C082: 3039 (Party Id.), 3055= 372 (Agent of ship at intended port of arrival)	C080: 3036 (Party name in text)	an..70

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
5.1 Contact details (tel.no.) of agent at port of arrival	SG2: CTA-COM	CTA		3139= BQ (Agent of ship at the intended port of arrival)	C056: 3413 (Contact Id.), 3412 (Contact name)	an..512
		COM		C076: 3148 (Telephone no.)	3155= TE (Telephone)	
6.1/6.2 Name and title or position of the person providing the report	SG1: NAD-SG2	NAD	3035= CPE (Transport means master name) or CFR (Ship security officer)	C080: 3036 (Party Name)		an..70
Transport Information	SG3: TDT-RFF-DTM-MEA-FTX-COM-SG4-SG5	TDT	8051=20 (main-carriage transport)			
1.2 Voyage number			8028 (Means of transport journey Id.)			
1.5 Type of ship				C001:8179 (Transport means description code = Type of ship)	8178 (Transport means description)	
1.1 IMO number				C222:8213 (Transport means Identification name identifier)		UNECE/ Rec.10
1.2 Name of ship (& Voyage No.)					8212 (Transport means identification name, an..70)	UNECE/ Rec.28
1.4 Flag State of ship					8453 (Transport means nationality code)	8453=UNECE/Rec.3 (IS 3166 Country code) to be used.
1.8 Gross tonnage		MEA	6311=AAN (Weight of conveyance)	C502: 6313 = AAM (Transport means gross weight)	C174:6411 (measurement unit code) = TNE (Metric ton) 6314 (measure)	6411=UNECE/ Rec.20 to be used.
2.3 Primary purpose of call		FTX	4451=AAI (General information)	C108: 4440 (Primary purpose of call in text*)		*) e.g. Cargo operation, Bunker supply, Repair, etc.
1.6 Call Sign		COM		C076: 3148 (Communication address identifier = Call sign)	3155 = AW (Radio communication call sign)	an..512
1.7 Inmarsat number		COM		C076: 3148 (Inmarsat call number)	3155 = AV (Inmarsat call number)	an..512

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
1.3 Port of registry	SG4: LOC-DTM	LOC	3227= 89 (Place of registration)	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16 (2-alpha country code+ 3-alpha-numeric location code)
2.1 Port of Arrival and port facility where the ship is to berth, if known	SG4: LOC-DTM	LOC	3227=60 (Place of arrival)	C517: 3225 (UNLOCODE)	3224 (location name)	UNECE/ Rec.16
				C519:3223 (enter the code if the facility code is available.)	3222 (first related location name*)	*) Berth number etc..
2.2 Expected date and time of arrival of the ship in port		DTM	C507: 2005= 132 (ETA)	2380 in CCYYMMDDH HMM format	2379 = 203 (CCYYMMDDH HMM)	
3.2.1 Location of the ship at the time the report is made	SG4: LOC-DTM	LOC	3227 = 172 (Reporting location)	At port – C517: 3225 (UNLOCODE), 3224 (Location name)	At sea – C519: 3222 (Latitude in text) C553: 3232 (Longitude in text)	an..256
6.4 Location of person reporting	SG4: LOC-DTM	LOC	3227= 172 (Reporting location)	At port: C517: 3225 (UNLOCODE) 3224 (Location name)	At sea: C519: 3222 (Latitude) C553: 3232 (Longitude)	In case or no DE 3225 in C517, Ship-to-ship activity is assumed to be at sea.
3.1.1 ISSC issuer	SG5: GOR-RFF-NAD-SG6	NAD	3035=DFQ (Security certificate issuer, recognized)	C082: 3039 (Party identifier) ,	C080: 3036 (Party name)	
3.1 The Ship is provided with a valid ISSC or Interim ISSC 3.1.2 The explanation of why an ISSC or Interim ISSC is not on board, if applicable	SG6: DOC-DTM-LOC	DOC		C002: 1001= 536 (ISSC) or 537 (Interim ISSC) or	C503: 1373=11 (Document not available) or 34 (Retained by sender)	1373= 11 (Document not available) 34 (Retained by sender)
					If 1373=11 or 34, explain the reason in 1366 (Document source description) in text why ISSC or Interim ISSC is not on board.	
3.1.1 ISSC expiry date		DTM	C507: 2005=36 (Expiry date)	2380 (CCYYMMDD in text)	2379 = 102 (CCYYMMDD)	

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
3.1.2.1 Whether the ship has an approved security plan on board		DOC		C002: 1001= 552 (Ship security plan)		*) If not, this part should be skipped.
3.3 The period of the last ten calls at port facilities at which the ship conducted ship/port interface, the location, and the security level while at which the ship operated						
3.3 Previous port call port, port facility & country	SG8: LOC-MEA-DTM-QTY-POC-FTX-SG9	LOC	3227= 94 (previous port of call)	C517: 3225 (UNLOCODE)*	3224 (Location name)	*UNECE/ Rec. 16 (2-alpha country code + 3-alpha-numeric LOCODE to be used)
				C519: 3233 (1st related location Id.)	3222 (1st related location name in text, e.g. berth no.)	
3.3 Previous port call period		DTM	C507: 2005= 778 (Conveyance port activity date/time)	2380 (ccyymmddhhmm-ccyymmddhhmm in text)	2379 (Period format code) = 719	
3.3 Previous port call security level		FTX	4451 = BLS (Previous port of call security information),	C108 : 4440 in text, e.g. Level 1 or Level 2 or Level 3)		
3.3.1/3.3.2 Did the ship take any special or additional security measures beyond those specified in the approved security plan?		FTX	4451 = BLT (Security information) for "Special or additional security measures taken"	C108 – 4440 (Any special or additional security measures taken to be input in text.)		If not, this part should be skipped.
3.4 Ship-to-ship activity						
3.4 Ship-to-ship activity location or latitude and longitude	SG8: LOC-MEA-DTM-QTY-POC-FTX-SG9	LOC	3227= 297 (ship-to-ship activity)	At port: C517: 3225 (UNLOCODE) 3224 (Location name)	At sea: C519: 3222 (Latitude) C553: 32 (Longitude)	
3.4 Ship-to-ship activity period		DTM	C507: 2005= 78 (Event date/time/period, actual)	2380 (CCYYMMDDHHMM-CCYYMMDDHHMM in text)	2379 = 719	
3.4 Ship-to-ship activity		FTX	4451= BMC (Ship-to-ship activity information)	C108: 4440 (Explanation)		

Information	Segment Group	Segment	Qualifier	Data Element 1	Data Element 2	Remarks
3.4.1 Have the ship security procedures, specified in the approved security plan been maintained?		FTX	4451 = BMC (Security information for "Ship security plan maintained" to be added)	C108 – DE 4440 (Explain "Security measures applied" in text)		an...512
3.4.2 If no, indicate the security measures which were applied in lieu of those specified in the approved ship security plan for the ship-to-ship activities reported in 3.4.				(See 3.4.1)		
3.5.1 Is the ship carrying any dangerous substances as cargo?			4451= AAC (Dangerous goods additional information)	C108: 4440 (Further explanation)		If 4451=AAC in 3.5, DGM should be submitted together with this message.
3.5.2. Dangerous goods manifest attached			**Not needed for electronic transmission**			See above.
3.6 Crew List attached						Not required for EDI
3.7 Passenger List attached						Not required for EDI
3.5 General description of cargo	SG10: GDS-FTX-MEA-EQN-DGS	GDS		C703: 7085 = 9 or 11 or 12 or 16		
		FTX	4451= AAA (Goods item description) or AAC (DG Additional information)	C108: 4440		