

## Report of EGDH 1

Expert Group on Data Harmonisation

Under Facilitation Committee

04<sup>th</sup> – 08<sup>th</sup> November 2019

International Maritime Organization (IMO), London headquarters

### ITF delegation

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### Background

Facilitation Committee at its 43<sup>rd</sup> session proposed and the Council at its 122<sup>nd</sup> session, approved the establishment of this expert group. In line with the global mainstream of digitisation and development of digitalisation technology, the maritime has already started to embrace such trend. The IMO, as international regulatory body, is constructing a single data & information exchange system called *Maritime Single Window*.

Having a variety of different national data & information systems and methods, it is essential to harmonise them and construct a single system. The task of the Group is to develop the harmonised data sets based on the existing different systems in the IMO requirements radius.

The ITF has been participating in the working group on the review of the annex to the FAL Convention in relation of this Group in providing crew lists.

### Outcomes of the meeting and further work

#### 1. Introduction to the IMO reference data model<sup>1</sup> for the Maritime Single Window concept.

There was a discussion about for whom this information is designed, like the planners and IT programmers of Administrations, Companies and Ports, etc. This is to describe the international trade supply chain and

<sup>1</sup> IMO reference Data Model comprises all data requirements covered by the FAL Convention. The Convention requires standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships' arrival, stay and departure.

at the IMO in particular the international maritime supply chain and might also include future e-navigational aspects.

*ITF must ensure that these ideas remain easy to handle, so that seafarers, dock-and port workers and also transport workers can continue to understand and use these programmes.*

## **2. Identification of code lists associated with data elements already included in the IMO Compendium**

The ranks mentioned on the presented Section 9 crew list do not comply with modern STCW certification details and contain several colloquial terms for the same rank and designated duties.

New list of FAL Documents

Section 1: Crew Effects and Ship Store Lists, which have been used for many decades

Section 2: Dangerous Goods Hazard Class Codes

Section 3: Dangerous Goods Marine Pollutants

Section 4: Waste Type Codes

Section 5: Reason why ship has no valid ISSC or interim ISSC on board

Section 6: Security Measures and Ship Additional Security Measures

Section 7: Security Levels, Coded

Section 8: Ship to Ship Activity Codes

Section 9: Crew List and Crew Code List, there was generally little support for these lists

*Drinking water is a basic requirement. Quantifying water not as basic supply but as supplementary items would cause unscrupulous situation in ships. Therefore, on the new crew effects and ship store lists, "bottled water" was deleted.*

*The ITF delegation is going to head a working group in order to rewrite the ranks and terms to be consistent with present day crewing requirements, putting discussion about minimum safe manning requirements aside. One of the core functions of a crew list is to show that each rank has designated safety and security tasks defined by their rank description.*

## **3. IMO data set related to "Maritime Declaration of Health"**

A discussion about the terms used on the World Health Organisation (WHO) *Maritime Declaration of Health Document* and way to harmonize their terms to those used by the other maritime industry representatives as the followings:

- The term (disease) "infected area" has been changed to "affected area", because only when people have contacted a disease then they are infected;
- The requirement for a list of all persons on board, including crew members, passengers and any other kinds of specific persons on board such as guarantee technicians, industrial personnel, etc.; and
- The term "Case Disposal" originally indicated the person is still on board (dead or alive), was evacuated, or was buried at sea. The ITF cannot tolerate a term covering the "disposal" of persons, either through evacuation from board or through burial at sea. The WHO accepted the

replacement with “Case disposition” and amending procedure will commence. The ITF ensures that ethically correct terms are used in official legal documents.

#### **4. IMO data set related to "stowaways" was deferred to the next session**

*The ITF must ensure that stowaways are treated with respect. Masters and crew members should not fear criminalization, if stowaways are found on board, because it is very difficult to detect desperate people attempting to gain access to a ship with a limited number of crew members on board.*

#### **5. IMO data set related to port logistic operational data related to “Just-In-Time concept”**

There are terms prevalently used in field, such as Estimated Time of Arrival (ETA), which were perceived to cause confusions for end-users. The Group identified the issue and will consider the way forward.

#### **6. IMO data set related to "E-navigation information (e.g. International Hydrographic Organization (IHO) S-100 data and International Association of Lighthouse Authorities (IALA) defined AtoN and VTS related data sets)"**

The data harmonization of the different hydrographical and other relevant information was considered, such as bathymetric surfaces, water level information and surface currents, marine protected areas, navigational warnings weather overlay and marine radio services as well as product specification development guidebooks from the maritime industry in order to facilitate the requirements of e-navigation.

*ITF will continue to monitor the harmonization of data across the different domains within the maritime industry and ensure that any developments remain easy to handle, so that seafarers, dock-and port workers as well as transport workers can continue to understand and use these programmes.*

#### **7. IMO data set related to "acknowledgement receipt(s)"**

*ITF supports that the validity of electronic documents used in the international maritime supply chain must be ensured.*

#### **8. Review of the priority list of data elements (FAL 43/20, annex 1) and advanced electronic cargo handling data**

How best to deal with the relevant cargo data in the IMO Reference Data Model subject in the annex to the FAL Convention was discussed. It appears that the FAL Form 2 is still effectively used only in a minority of States and that a majority relies on the cargo manifest or/and the advance security information. The FAL Form 2 is sometimes required alongside those declarations although those diverse declarations may not be sent to the same authority and system (i.e. to Port authority and Customs).

The FAL Form 2 contains substantially less information than either the manifest or the advance security information. Therefore, it cannot substitute them while the reverse is true.

*In view of the obsolete character of the FAL Form 2, the group will continue considering how to best deal with cargo data from a FAL perspective.*

#### **9. Mechanism to identify future versions of the IMO Compendium**

*The ITF supports the requirement that changes in the FAL Compendium ought to be up to date.*



### **Action point**

Considering fast growing movement towards digitalisation, revision of the IMO Compendium and the development of the IMO reference data model should be the main task for the maritime 4.0. The work of this Group is to develop a standardised global data exchange platform to improve ship to port communications of information required by FAL Convention.

The technology is believed to be there in use in difference form country by country, the IMO underscores participation of all stakeholders is essential. As for seafarers, crew lists, CoCs, CoPs and medical certificates.

The ITF affiliates, seafarers and dockers, should be informed about the development of the Maritime Single Window (MSW) Concept, which is designed to bundle all relevant shipping information between shipper, ports and vessels to be electronically delivered to all appropriate relevant parties. This could do away with the traditional paper documents that were used in shipping, including Bill of Ladings (B/Ls) and Cargo Manifests.

\*Aforementioned IMO documents can be provided if requested.