

Report of FAL 45

45th Session of Facilitation Committee

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International Maritime Organization (IMO), Virtual meeting

ITF delegation

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Background

Facilitation of smooth and timely communications and accurate information exchange amongst ships and ports are essential when a ship enters and leaves a port, also critical to safety and security of those on-board as well as to the marine environment. Facilitation Committee endeavours to facilitate international maritime traffic by reducing administrative burden both shore and aboard. The advanced information and communication technology (ICT) has been drawing more and more attention of various stakeholders in maritime. Consequently, the role of maritime workers in the communication loop becomes crucial and the expectation put on their capability of dealing with such advancement is increasing.

Moreover, when a ship is berthing or leaving a port and navigating at sea, myriads interactions occur amongst government -flag Administration, port Authority or relevant agency – and industry –Seafarers, Company, Agents, etc. These interactions become also crucial under search and rescue operations of migrants because such operation requires port clearance and diplomatic intervention in various nations involved.

Undoubtedly, the totality of such interactions should be benefited from realistic operational protocols, secure digitalisation and robust regulatory standards.



Expert Group on Data Harmonization

The Committee agreed to the following terms of reference of the IMO Expert Group on Data

Harmonization:

Continue work related to the maintenance of the IMO Compendium on Facilitation and Electronic Business

FAL.2/Circ.132 on Guidelines on creating a tool to measure domestic implementation of the FAL Convention.

Terms of reference of the Correspondence Group on the Guidance to Address Maritime Corruption

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The Correspondence Group, under the coordination of the Marshall Islands, as instructed, to:

.1 develop draft guidance to implement and embrace anti-bribery and anti-corruption practices and procedures, with a view to approval by FAL 46;

.2 consider the proposal to establish a GISIS module in FAL 45/14 taking into account the additional information provided by the Director of LED in FAL 44 (FAL 44/21/1, paragraph 13.6 and annex 8), and advise FAL 46 accordingly; if the Group recommends the establishment of a GISIS module, the following should be included, as a minimum:

.1 a draft data set of the report;

.2 identification of who can submit the report; and

.3 advise on how to consider further the non-technical aspects mentioned by the Director of LED in FAL 44 including reconciliation of facts of the reports made in the module and liability in case the accuracy of the reports in the module are questioned

Establishment of working and drafting groups at FAL 46

The Committee, taking into account the decisions made under the various agenda items, anticipated that working and drafting groups on the following subjects could be established at FAL 46:

.1 electronic business;



.2 facilitation instruments;

.3 other facilitation subjects; and

.4 drafting group for revising the text of the amendments of the annex of the FAL Convention

ICS trade study on protectionism in maritime economies (2021)

In the ensuing discussion, the following views were expressed:

.1 the study on protectionism in maritime economies submitted to the Committee conducted by ICS was relevant because the reduction of barriers to trade was crucial for global trade;

.2 the study should be evaluated further by the Committee, as well as by the Member States, when considering maritime trade policy reforms;

.3 while some delegations expressed their support for the Organization having a role to play in this matter, other delegations expressed concerns, because it was necessary to take into account the competence of WTO on protectionism and trade reforms; and

.4 it was important to ensure sufficient funding for technical cooperation initiatives that accelerated trade reforms and digitalization.

The Committee noted the information in document FAL 45/21 and the views expressed during the discussion, and invited interested Member States and international organizations to submit proposals in order for the Committee to consider the issue further.

Minimum training and education for mooring personnel

Revised guidelines on minimum training and education for mooring personnel

The Committee noted that SDC 6 had considered the inclusion of training and familiarization provisions for shore-based mooring personnel in the draft guidelines for inspection and maintenance of mooring equipment; had noted that this matter was outside the scope of the output; and had invited the Maritime Safety Committee to consider what action, if any, should be taken, with regard to the existing Ship/port interface – Guidelines on minimum training and education for mooring personnel (FAL.6/Circ.11/Rev.1).

The Committee noted further that MSC 101 had:

.1 approved, in principle, the draft MSC circular on guidelines for inspection and maintenance of mooring equipment, with a view to final approval in conjunction with the adoption of the associated draft amendments to SOLAS regulation II-1/3-8, which were expected to take effect on 1 January 2024; and

.2 agreed that this matter was outside the scope of these guidelines and invited the FAL Committee to consider the need to address training and familiarization provisions for shore-based mooring personnel that might emanate from the new guidelines.



In this regard, the Committee invited interested Member States and international organizations to **submit proposals for a new output to the next session of the Committee** to amend FAL.6/Circ.11/Rev.1 on Guidelines on minimum training and education for mooring personnel, to consider the need to address training and familiarization provisions for shore-based mooring personnel in relation to the draft guidelines for inspection and maintenance of mooring equipment.

Training, familiarization and qualifications of shore-based personnel operating shipboard lifting appliances and loose gear

In this regard, the Committee:

.1 noted the development of draft guidelines for lifting appliances, with a view to informing the port community/ports and terminals that used shipboard equipment as lifting appliances with regard to the relevant provisions therein; and

.2 **invited interested Member States and international organizations to submit proposals for a new output on the training, familiarization and qualifications** of shore-based personnel operating shipboard lifting appliances and loose gear, consequential to the implementation of the aforementioned, when taking effect, **if deemed necessary**

International occupational standards for harbour masters

The Committee considered document FAL 44/INF.2 (IHMA) on the work undertaken to develop international occupational standards for harbour masters, identifying the skills, knowledge and understanding required for harbour masters to work effectively at the ship-port interface and to track their professional development; and agreed that this training would contribute positively to the safe and efficient facilitation of maritime traffic in port waters.

Action point

The ITF and its affiliated unions are encouraged to:

- Follow the progress on maritime digitalisation, thus maritime workers' awareness is urgent;