

**IMO FAL 49**  
**Meeting Summary**  
28 March 2025



The 49<sup>th</sup> meeting of the Facilitation Committee (FAL 49) was held 10-14 March 2025 at the IMO headquarters in London, supplemented by hybrid (online) participation.

LISCR participated in the following groups in addition to the plenary:

Group	Subject
Working Group 1	Facilitation Instruments
Working Group 2	Electronic Business
Working Group 3	Other Facilitation Subjects (MASS, Security and Mooring)

**Statements**

During the meeting, statements were exchanged on the following topics:

- The accident (collision) in the North Sea;
- The military attack on civilian vessels and port infrastructure in the port of Odessa; and
- Issues related to trade sanction.

**FAL Convention**

**Amendments to the FAL convention to introduce mandatory reporting of the API and BRI/PNR for maritime transport**

Following the discussion at FAL 48 (April 2024), FAL 49 aimed to amend the FAL Convention to introduce Advance Passenger Information (API) and Booking and Reservation Information (BRI)/Passenger Name Record (PNR) to enhance security at ports.

It turned out that while the work undertaken by the World Customs Organization (WCO), i.e., “WCO Guidelines on Advance Passenger Information (API) and Booking Reservation Information (BRI) for Cruise Ship Travel” (August, 2023)) was aimed at cruise ship industry, for the purpose of applying it FAL Convention, it was agreed to apply them to all ships type which cause several issues:

- While the “advance” information means the passenger and/or crew information must be notified to the next port before the departure, cargo ships often do not know the next port of call at the time of departure; and
- Ro-Ro Ferrys may not have an advance “booking system”.

There were also other issues associated with:

- The uniform application date; and
- Duplicated reporting during the transition period

In this regard, FAL 49 agreed to recommend that the IMO Council actively participate in the work of the WCO.

### Key workers

The FAL Committee has been working on the definition and the privileges of a key worker during a public health emergency of international concern.

FAL 49 agreed not to touch the mandatory provision as it currently exists in Standard 6.22. However, agreed to introduce the following explanation in the recommended Practice 6.24 of the FAL Convention.

6.24 Recommended Practice. Contracting Governments and their relevant authorities should take account of recommendations of the Organization relevant to the facilitation of crew changes, their travel and movements, as well as the provision of vaccinations, to the extent possible, within the State's national vaccination programmes, and access to medical care during a public health emergency of international concern."

### Maritime Single Window

#### Single window guidelines

The Maritime Single Window (MSW) is a digital platform that enables ships or ship agents to submit port entry and clearance information via a single point of contact at a port. This process is enabled through machine-to-machine digital information exchange. The requirement entered into force in January 2024 through amendments to the FAL Convention. To support implementation, the FAL Committee *developed the Guidelines for Setting Up a Maritime Single Window* (FAL.5/Circ.42/Rev.3).

At FAL 49, a proposal on data verification was submitted and duly incorporated into the next revision of *the Guidelines for Setting Up a Maritime Single Window* (FAL.5/Circ.42/Rev.4).

#### ASYHUB Maritime

ASYHUB is a standardized platform developed by the United Nations Conference on Trade and Development (UNCTAD) to facilitate data processing and integration, which simplifies and automates the submission of sea cargo manifest information. FAL 49 invited UNCTAD to liaise with the IMO Secretariat for guidance on the alignment of the ASYHUB Maritime with IMO standards.

### IMO Compendium on Facilitation and Electronic Business, including additional e-business solutions

The IMO Compendium is the standard data set required for ship-port data exchange.

At FAL 43 (held in 2019), it was agreed that the maintenance of the Compendium would be transferred from the World Customs Organization (WCO) to the IMO. A partnership agreement exists between IMO, WCO, the United Nations

Economic Commission for Europe (UNECE), and the International Organization for Standardization (ISO) to support this effort.

At FAL 49, following discussions on the Electronic Global Data Harmonization (EGDH) and various proposals, the following additions were made:

- Fuel Oil Consumption and CII Reporting;
- Transport of Dangerous Goods;
- Container Inspection Programme;
- Electronic Bunker Delivery Note;
- Electronic Signature; and
- Electronic Bill of Lading

Message Implementation Guide on Just-in-Time Data Set will be reviewed by the Correspondence Group (CG).

### Maritime digitalization

The FAL Committee has been working on the comprehensive strategy on maritime digitalization.

FAL 49 confirmed that the work should be integrated into the existing IMO workstream ('output') and should identify emerging technologies, standards, and methodologies that could support maritime-related digitalization processes.

### Electronic certificate guidelines

Approval of *MSC.1/Circ.1665 on Guidelines on the use of electronic certificates of seafarers* triggered the review of *the Guidelines for the use of electronic certificates* (FAL.5/Circ.39/Rev.2). The work includes all certificates issued under the instruments of the Maritime Safety Committee (MSC), the Marine Environment Protection Committee (MEPC), the Legal Committee (LEG) and the Facilitation Committee (FAL).

FAL 49 finalised the draft revision of the guidelines for co-approval by MSC, MEPC and LEG. The revised guidelines maintain the requirement to keep a printed copy on board, bearing a logo, stamp, or symbol of the issuing organization or person, as confirmation of the source of issuance. This requirement does not apply to STCW e-certificates.

### Maritime Autonomous Surface Ships (MASS)

FAL 49 noted the developments by the Joint Working Group on MASS and the MSC, and updated its roadmap for future work. FAL 49 agreed not to pursue this subject further until MSC completes its work on the non-mandatory MASS Code.

### Smuggling of drugs, psychotropic substances and precursor chemicals

FAL 49 reviewed various IMO instruments related to this subject, identified existing gaps, and developed a roadmap towards completing the work on amendments to the Revised Guidelines for the Prevention and Suppression of the

Smuggling of Drugs, Psychotropic Substances and Precursor Chemicals on Ships Engaged in International Maritime Traffic (resolutions FAL.9(34) and MSC.228(82)).

FAL 49 instructed the CG to work on this matter.

In this regard, FAL 49, noting that some aspects fall under the purview of the MSC, agreed to invite the Committee to encourage the participation of relevant experts in the correspondence group.

### Training of mooring personnel

FAL 49 approved the revision to the Guidelines on Minimum Training and Education for Mooring Personnel (FAL.6/Circ.11/Rev.1). Key changes are:

- Notification to mooring personnel from ashore or mooring boats; and
- Awareness of mooring rope conditions, slip prevention in the mooring area, and weather conditions.

### Unsafe mixed migration by sea

#### Guidelines concerning the recovery of deceased persons and of death after recovery

FAL 49 was invited to co-approve the Guidelines concerning the recovery of deceased persons and of death after recovery. However, opinions were divided with regard to the role of the flag States, and the Rescue Co-ordination Centre which instructed the ship to proceed for the rescue. Since the matter was under the purview of the MSC, FAL 49 invited the Committee to consider these opinions.

### Stowaways & persons rescued at sea

#### Stowaways

FAL 49 noted that, in 2024, 45 stowaway cases had been reported to the IMO, involving a total of 92 stowaways.

FAL 49 recalled resolution A.1074(28) on *Notification and circulation through the Global Integrated Shipping Information System (GISIS)*, and urged Member States and international organizations to provide timely and accurate information on stowaway cases to the Organization, making use of the GISIS module<sup>1</sup> in accordance with Standard 4.7.1 of the FAL Convention.

#### Persons rescued at sea

FAL 49 noted that, since the date of the launch of the Inter-agency platform for information-sharing on migrant smuggling by sea in GISIS2 on 6 July 2015, only 44 incidents had been entered in the database.

Having noted the low level of reporting of migrant incidents at sea and on suspected smugglers and vessels, as requested by the Interim measures for combating unsafe practices associated with the trafficking, smuggling or transport of migrants by sea (MSC.1/Circ.896/Rev.2), FAL 49 encouraged Member States to provide and update the

information included in the appendix via the Inter-agency platform for information-sharing on migrant smuggling by sea in GISIS.

**Further information**

For further information please contact: [imo@liscr.com](mailto:imo@liscr.com)

## Annex

### List of outcomes

- Amendments on Recommended Practice 6.24;
- Revised version of the Guidelines for setting up a maritime single window (FAL.5/Circ.42/Rev.4);
- New version of the IMO Compendium on Facilitation and Electronic Business and its publication;
- Draft joint FAL-LEG-MEPC-MSC guidelines on electronic certificates; and
- Revision to the Guidelines on Minimum Training and Education for Mooring Personnel (FAL.6/Circ.11/Rev.1).