

## FAL Convention

CONVENTION ON FACILITATION OF INTERNATIONAL  
MARITIME TRAFFIC, 1965, AS AMENDED

2017 EDITION



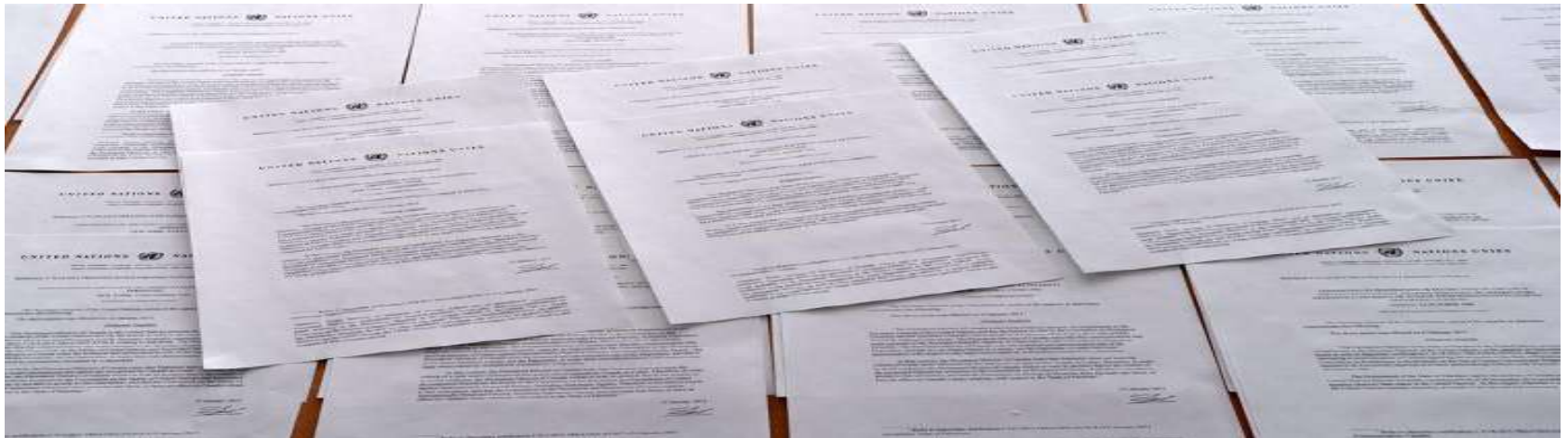
Highlights on compliance with the Convention for Facilitation of International Maritime Traffic (FAL) and the SOLAS Convention on Container weights

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# Purpose of FAL Convention

- ❑ To simplify and minimize formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages;
- ❑ To facilitate adoption of a standardized documentation system developed by IMO for realization of global uniformity and simplicity in facilitation of international maritime traffic;



# What FAL Convention contains

- ❑ "Standards" and "Recommended Practices" on formalities, documentary requirements and procedures applied on arrival, stay and departure of ship, crew, passengers and cargo;
- ❑ Internationally-agreed measures which are "necessary and practicable" in facilitating international maritime traffic



# Standards on:

- Electronic exchange of information for facilitating clearance processes for ships, persons and cargo
- Declaration forms for cargo, ships store, crew effects, dangerous goods, manifest and health including documents under universal post convention for mail as well as crew and passenger lists;

## **Entry into force of additional forms - 1<sup>st</sup> January 2018**

- Security-related information under SOLAS Convention (ISPS Code);
- Advance electronic cargo information for customs risk assessment purposes and;
- Advance notification form for waste delivery to port reception facilities;

# Standards on:

- ❑ Ships calling at ports to put ashore sick or injured crew members, passengers, persons rescued at sea or other persons for emergency medical treatment;
- ❑ Ships engaged on cruises and for cruise passengers – granting of pratique prior to arrival of ship if in the opinion of port health officer it will not result in the introduction or spread of quarantinable disease;
- ❑ Passengers in transit;
- ❑ Shore leave to foreigners who are crew members subject to fulfilment of other formalities

# Standards on:

- Cooperation in prevention of stowaway incidents, expeditious resolution of stowaway cases and early return or repatriation of stowaways;
- Priority clearance to live animals, perishable goods and other consignments of an urgent nature;
- Reporting of illness on a ship;
- Maintenance of adequate medical facilities at the port for emergency treatment of crew and passengers;

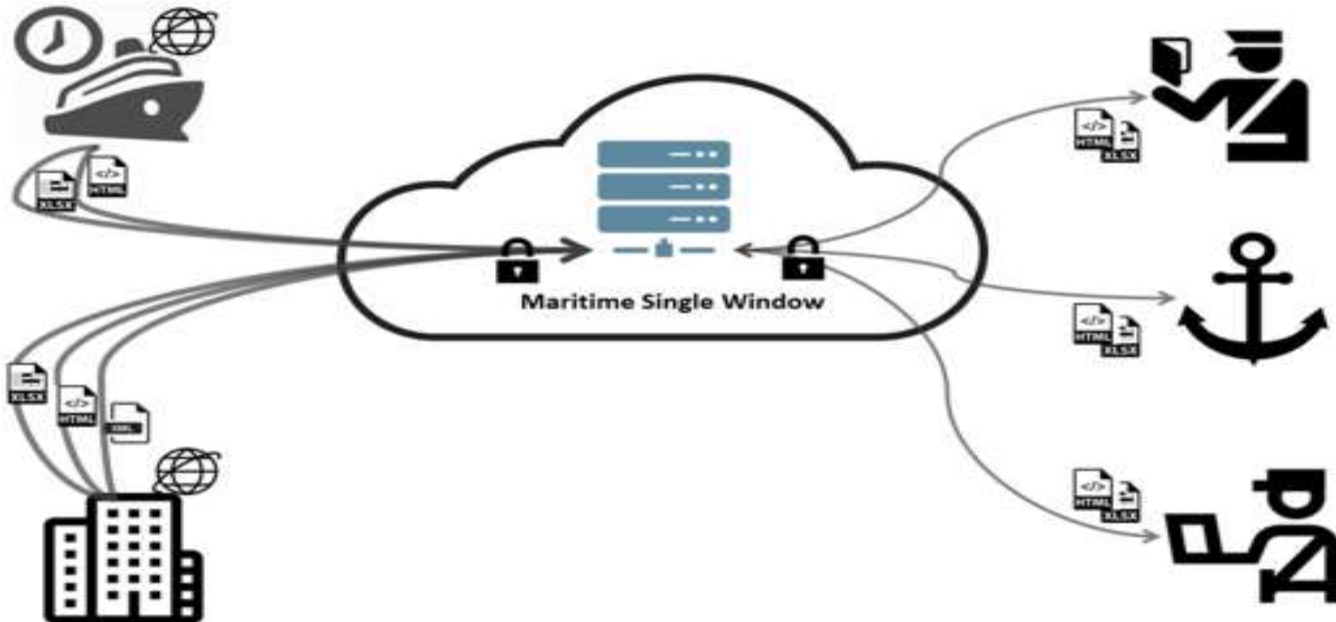
# Recommended practice

- ❑ Establish a national maritime transport facilitation committee that incorporates compliance with FAL Convention;
- ❑ Develop a platform for electronic transmission of pre-arrival/departure data;

# Priority areas

## Mandatory Electronic Data Interchange

- ❑ Establish systems for electronic exchange of information **by 8 April 2019**
- ❑ Use “MARITIME SINGLE WINDOW ” concept to enable all information required by public authorities to be submitted via a single portal without duplication.





# Priority Areas

## **Adopt updated IMO FAL Forms**

Including the three additional Forms for:

- security-related information as required by SOLAS",
- advance electronic cargo information for customs risk assessment purposes and;
- advance notification form for waste delivery to port reception facilities.

## KMA Survey Findings

- Advance copy of cargo manifest and particulars of vessel is shared at pre-arrival stage;
- Advance certificate of pratique is issued at pre-arrival stage for passenger cruise ships upon submission of Maritime Declaration of Health form;
- Some of the forms are already in use but are outdated;
- Register of Stowaways is already in existence;
- Shore passes are issued - foreign crew members;
- National Single Window for clearance of cargo – on course;

# KMA Survey Findings

- Systems used by agencies are mostly electronic
- Not all institutions involved in clearance of ships, passengers, crew and cargo are integrated with the NSW platform
- Forms in use should be reviewed:- Passenger List, Crew List and declarations on Ships Store, Crew effects, Dangerous goods, Advance electronic cargo information for customs risk assessment purposes, Security-related information as required by SOLAS and advance notification form for waste delivery to port reception facilities.
- Some agencies have insufficient information on clearance procedures;
- Electronic systems integration is generally lacking;

# Way Forward

- Establish a National Maritime Facilitation Committee;
- Develop Integrated National Maritime Single Window;
- Adopt and use reviewed FAL Forms;
- Fast track submission of pre-arrival documentation to expedite clearance;
- Submit data in respect of stowaway incidents;

# **SOLAS Convention on Container Weights**



**“On average a total of 1,679  
containers are lost at sea  
each year.”**

# Problem ... Misdeclared Container Weight



MSC NAPOLI (2007)  
1 out of 5 container underdeclared  
Largest under-declaration 20tonnes

# Problem ... Misdeclared Container Weight



MV DENEZ (2011)

1. rolled over in port
2. 1 in 10 containers varying between 1.9 to 6.7 times above the declared weight.



Melbourne Port (2011)  
Overloaded forklift tips over



# Problem ... Misdeclared Container Weight



MV. Limari (2007)

Container stacks collapse

Underweight misdeclaration upto 4time



P & O Nedlloyd  
(2006)  
Container stacks  
collapse



# Impacts – Misdeclared Container Weight

- Safety – loss of lives (seafarers), danger to navigation (floating container)
- Environmental – spills of hazardous cargo, bunker oil
- Economical – cargo loss/delay, ship loss/repair cost, salvage cost, increased insurance cost
- Societal – reputation (port, shipper, shipping line)



# Addressing the Problem – Gaps

- SOLAS Reg. VI/2 requires container gross mass be submitted (shipping document)
- Ships relied on shipper honesty
- Some shippers abused the privilege



# Mitigation measures – (SOLAS Amendment (Reg. VI/2))

- Tighten the requirement on cargo information(weight) – SOLAS Reg. VI/2
- Shipper to verify the submitted gross mass of container – legal duty



# Solution

- ❑ No more estimation of container weight.
- ❑ Container gross weight **MUST** be verified by the shipper.
- ❑ Weight verification **MUST** be in prescribed Methods
- **ONLY CONTAINER VERIFIED GROSS MASS (VGM) WOULD BE USED IN PLANNING STOWAGE OF THE SHIP**  
**NO VGM, NO LOADING**



# SOLAS Reg. VI/2 - Principle

The responsibility for obtaining and documenting and communicating the verified gross mass (VGM) of a packed container lies with the shipper



Ask  
Answer  
Who  
Where  
What  
When  
Why  
Understand  
Query  
Question  
Answers  
Apply  
How

# Questions