

AMENDMENTS TO THE ANNEX TO THE CONVENTION ON FACILITATION OF
INTERNATIONAL MARITIME TRAFFIC, 1965, PROPOSED ON
28 NOVEMBER 1969 TO CONTRACTING GOVERNMENTS FOR
ACCEPTANCE IN ACCORDANCE WITH ARTICLE VII(2)
OF THE CONVENTION

1. SECTION 1 - DEFINITIONS AND GENERAL PROVISIONS

A. DEFINITIONS

Immediately after the definition of "Crew member" insert the following new definition:

Cruise ship is 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.

2. SECTION 3 - ARRIVAL AND DEPARTURE OF PERSONS

Immediately after the Recommended Practice 3.15.1 insert the new Sub-Section.

C. FACILITATION FOR SHIPS ENGAGED ON CRUISES AND
FOR CRUISE PASSENGERS

Insert in this new Sub-Section the following new Standards and Recommended Practices:

3.16.1 Standard. Public authorities shall authorize granting of pratique by radio to a cruise ship when, on the basis of information received from it prior to its arrival, the health authority for the intended port of arrival is of the opinion that its arrival will not result in the introduction or spread of a quarantinable disease.

3.16.2 Standard. For cruise ships, the General Declaration, the Passenger List and the Crew List shall be required only at the first port of arrival and final port of departure in a country, provided that there has been no change in the circumstances of the voyage.

3.16.3 Standard. For cruise ships, the Ship's Stores Declaration and the Crew's Effects Declaration shall be required only at the first port of arrival in a country.

3.16.4 Standard. Passports or other official documents of identity shall at all times remain in the possession of cruise passengers.

3.16.5 Recommended Practice. If a cruise ship stays at a port for less than 72 hours, it should not be necessary for cruise passengers to have visas, except in special circumstances determined by the Public Authorities concerned.

Note: It is the intention of this Recommended Practice that each Contracting State may issue to such passengers or accept from them upon arrival, some form indicating that they have permission to enter the territory.

3.16.6 Standard. Cruise passengers shall not be unduly delayed by the control measures exercised by public authorities.

3.16.7 Standard. In general, except for the purpose of establishing identity, cruise passengers shall not be subject to personal examination by immigration officials.

3.16.8 Standard. If a cruise ship calls consecutively at more than one port in the same country, passengers shall, in general, be examined by public authorities at the first port of arrival and at the final port of departure only.

3.16.9 Recommended Practice. To facilitate their prompt disembarkation, the inward control of passengers on a cruise ship, where practicable, should be carried out on board before arrival at the place of disembarkation.

3.16.10 Recommended Practice. Cruise passengers who disembark at one port and rejoin the same ship at another port in the same country should enjoy the same facilities as passengers who disembark and rejoin a cruise ship at the same port.

3.16.11 Recommended Practice. The Maritime Declaration of Health should be the only health control necessary for cruise passengers.

3.16.12 Standard. Duty-free ship's stores shall be allowed aboard ship for cruise passengers during the ship's stay in port.

3.16.13 Standard. Cruise passengers shall not be required to give a written Customs declaration.

3.16.14 Recommended Practice. Cruise passengers should not be subject to any currency control.

3.16.15 Standard. Embarkation/disembarkation cards shall not be necessary for cruise passengers.

3.16.16 Recommended Practice. Except where passenger control is based solely on the Passenger List the public authorities should not insist on the completion of the following details on the Passenger List:

- Nationality (column 6)
- Date and place of birth (column 7)
- Port of embarkation (column 8)
- Port of disembarkation (column 9)

AMENDMENTS TO THE ANNEX OF THE CONVENTION ON FACILITATION
OF INTERNATIONAL MARITIME TRAFFIC, 1965, ADOPTED BY
THE CONFERENCE OF CONTRACTING GOVERNMENTS
ON 10 NOVEMBER 1977

Insert in SECTION 1 - DEFINITIONS AND GENERAL PROVISIONS,
Sub-Section A. DEFINITIONS, the following new definition after the
definition of "Mail":

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 the following new definition after the definition of "Ship's
stores":

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.

Insert in SECTION 2 - ARRIVAL, STAY AND DEPARTURE OF THE SHIP,
Sub-Section E. MEASURES TO FACILITATE CLEARANCE OF CARGO, PASSENGERS,
CREW AND BAGGAGE, the following:

2.12.2 Recommended Practice. Public authorities should
encourage owners and/or operators of cargo docks and
warehouses to provide special storage facilities for cargo
subject to high risk of theft, and to protect those areas
in which cargo is to be stored, either temporarily or for
long terms, prior to onward shipment or local delivery
against access by unauthorized persons.

2.12.3 Standard. Public authorities shall, subject to
compliance with their respective regulations, permit the
temporary import of containers and pallets without payment
of customs duties and other taxes and charges and shall
facilitate their use in maritime traffic.

2.12.4 Recommended Practice. Public authorities should provide in their regulations, referred to in Standard 2.12.3, for the acceptance of a simple declaration to the effect that containers and pallets temporarily imported will be re-exported within the time limit set by the State concerned.

2.12.5 Recommended Practice. Public authorities should permit containers and pallets entering the territory of a State under the provisions of Standard 2.12.3 to depart the limits of the port of arrival for clearance of imported cargo and/or loading of export cargo under simplified control procedures and with a minimum of documentation.

Insert in SECTION 2 - ARRIVAL, STAY AND DEPARTURE OF THE SHIP, Sub-Section G. COMPLETION OF DOCUMENTS, the following additional sentence at the end of Standard 2.15:

Documents produced by electronic and other automatic data processing techniques, in legible and understandable form, shall be accepted.

Insert in SECTION 2 - ARRIVAL, STAY AND DEPARTURE OF THE SHIP, a new Sub-Section:

H. SPECIAL MEASURES OF FACILITATION FOR SHIPS CALLING AT PORTS IN ORDER TO PUT ASHORE SICK OR INJURED CREW MEMBERS, PASSENGERS OR OTHER PERSONS FOR EMERGENCY MEDICAL TREATMENT

2.17 Standard. Public authorities shall seek the co-operation of shipowners to ensure that, when ships intend to call at ports for the sole purpose of putting ashore sick or injured crew members, passengers or other persons for emergency medical treatment, the master shall give the public authorities as much notice as possible of that intention, with the fullest possible details of the sickness or injury and of the identity and status of the persons.

2.18 Standard. Public authorities shall by radio whenever possible, but in any case by the fastest channels available, inform the master, before the arrival of the ship, of the

documentation and the procedures necessary to put the sick or injured persons ashore expeditiously and to clear the ship without delay.

2.19 Standard. With regard to ships calling at ports for this purpose and intending to leave again immediately, public authorities shall give priority in berthing if the state of the sick person or the sea conditions do not allow a safe disembarkation in the roads or harbour approaches.

2.20 Standard. With regard to ships calling at ports for this purpose and intending to leave again immediately, public authorities shall not normally require the documents mentioned in Standard 2.1 with the exception of the Maritime Declaration of Health and, if it is indispensable, the General Declaration.

2.21 Standard. Where public authorities require the General Declaration, this document shall not contain more information than that mentioned in Recommended Practice 2.2.2 and, wherever possible, shall contain less.

2.22 Standard. Where the public authorities apply control measures related to the arrival of a ship prior to sick or injured persons being put ashore, emergency medical treatment and measures for the protection of public health shall take precedence over these control measures.

2.23 Standard. Where guarantees or undertakings are required in respect of costs of treatment or eventual removal or repatriation of the persons concerned, emergency medical treatment shall not be withheld or delayed while these guarantees or undertakings are being obtained.

2.24 Standard. Emergency medical treatment and measures for the protection of public health shall take precedence over any control measures which public authorities may apply to sick or injured persons being put ashore.

Insert in SECTION 3 - ARRIVAL AND DEPARTURE OF PERSONS,
Sub-Section B. MEASURES TO FACILITATE CLEARANCE OF CARGO, PASSENGERS,
CREW AND BAGGAGE, the following:

3.15.2 Recommended Practice. For use at marine terminals and on board ships in order to facilitate and expedite international maritime traffic, public authorities should implement, or where the matter does not come within their jurisdiction, recommend to the responsible parties in their country to implement, standardized international signs and symbols developed or accepted by the Organization in co-operation with other appropriate international organizations and which, to the greatest extent practicable, are common to all modes of transport.

Insert in SECTION 3 - ARRIVAL AND DEPARTURE OF PERSONS, after Recommended Practice 3.16.16, a new Sub-Section:

D. SPECIAL MEASURES OF FACILITATION FOR PASSENGERS
IN TRANSIT

3.17.1 Standard. A passenger in transit who remains on board the ship on which he arrived and departs with it shall not normally be subjected to routine control by public authorities.

3.17.2 Recommended Practice. A passenger in transit should be allowed to retain his passport or other identity document.

3.17.3 Recommended Practice. A passenger in transit should not be required to complete a Disembarkation/Embarkation Card.

3.17.4 Recommended Practice. A passenger in transit who is continuing his journey from the same port in the same ship should normally be granted temporary permission to go ashore during the ship's stay in port if he so wishes.

3.17.5 Recommended Practice. A passenger in transit who is continuing his journey from the same port in the same ship should not be required to have a visa, except in special circumstances determined by the public authorities concerned.

3.17.6 Recommended Practice. A passenger in transit who is continuing his journey from the same port in the same ship should not normally be required to give a written Customs Declaration.

3.17.7 Recommended Practice. A passenger in transit who leaves the ship at one port and embarks in the same ship at a different port in the same country should enjoy the same facilities as a passenger who arrives and departs in the same ship at the same port.

Insert in SECTION 3 - ARRIVAL AND DEPARTURE OF PERSONS, after Recommended Practice 3.17.7, a new Sub-Section:

E. MEASURES OF FACILITATION FOR SHIPS ENGAGED IN SCIENTIFIC SERVICES

3.18 Recommended Practice. A ship engaged in scientific services carries personnel who are necessarily engaged on the ship for such scientific purposes of the voyage. If so identified, such personnel should be granted facilities at least as favourable as those granted to the crew members of that ship.

Insert in SECTION 3 - ARRIVAL AND DEPARTURE OF PERSONS, after Recommended Practice 3.18, a new Sub-Section:

F. FURTHER MEASURES OF FACILITATION FOR FOREIGNERS BELONGING TO THE CREWS OF SHIPS ENGAGED IN INTERNATIONAL VOYAGES - SHORE LEAVE

3.19 Standard. Foreign crew members shall be allowed ashore by the public authorities while the ship on which they arrive is in port, provided that the formalities on arrival of the ship have been fulfilled and the public authorities have no reason to refuse permission to come ashore for reasons of public health, public safety or public order.

3.19.1 Standard. Crew members shall not be required to hold a visa for the purpose of shore leave.

3.19.2 Recommended Practice. Crew members before going on or returning from shore leave should not normally be subjected to personal checks.

3.19.3 Standard. Crew members shall not be required to have a special permit, e.g. a shore leave pass, for the purpose of shore leave.

3.19.4 Recommended Practice. If crew members are required to carry documents of identity with them when they are on shore leave, these documents should be limited to those mentioned in Standard 3.10.

Insert in SECTION 5 - MISCELLANEOUS PROVISIONS, a new Sub-Section:

F. NATURAL DISASTER RELIEF WORK

5.11 Standard. Public authorities shall facilitate the arrival and departure of vessels engaged in natural disaster relief work.

5.12 Standard. Public authorities shall to the greatest extent possible facilitate the entry and clearance of persons and cargo arriving in vessels referred to in Standard 5.11.

Upgrade the following Recommended Practices to Standards:

2.3.2
2.7.6
2.11.1
3.12
3.15.1
4.1
4.4.1
4.9
5.4.1

Insert in Recommended Practice 4.1 "International Health Regulations" in place of "International Sanitary Regulations".

Insert in Recommended Practice 4.2 "Article 98 of the International Health Regulations" in place of "Article 104 of the International Sanitary Regulations".