

No. 8564. CONVENTION ON FACILITATION OF INTERNATIONAL MARITIME TRAFFIC. SIGNED AT LONDON ON 9 APRIL 1965<sup>1</sup>

AMENDMENTS<sup>2</sup> to the annex to the above-mentioned Convention

SECTION 1A. DEFINITIONS

The following definitions are inserted:

“*Document.* Data carrier with data entries.

“*Data carrier.* Medium designed to carry records of data entries.”

SECTION 1B. GENERAL PROVISIONS

After the present Standard 1.1 new Recommended Practice 1.1.1 is added to read:

“1.1.1. *Recommended Practice.* Public authorities should take into account the facilitation implications which may result from the introduction of automatic data processing and transmission techniques, and should consider these in collaboration with shipowners and all other interested parties.

Existing information requirements and control procedures should be simplified, and attention should be given to the desirability of obtaining compatibility with other relevant information systems.”

SECTION 2B. CONTENTS AND PURPOSE OF DOCUMENTS

Standard 2.2.3 is amended to read:

“2.2.3. *Standard.* Public authorities shall accept a General Declaration either dated and signed by the master, the ship’s agent or some other person duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned.”

Standard 2.3.3 is amended to read:

“2.3.3. *Standard.* Public authorities shall accept a Cargo Declaration either dated and signed by the master, the ship’s agent or some other person duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned.”

Recommended Practice 2.3.4 is amended to read:

“2.3.4. *Recommended Practice.* Public authorities should accept in place of the Cargo Declaration a copy of the ship’s manifest provided it contains all the information required in accordance with Recommended Practice 2.3.1 and Standard 2.3.2 and is dated and signed or authenticated in accordance with Standard 2.3.3.

As an alternative, public authorities may accept a copy of the bill of lading signed or authenticated in accordance with Standard 2.3.3 or certified as a true copy, if the nature and quantity of cargo make this practicable and provided that any information in accordance with Recommended Practice 2.3.1 and Standard 2.3.2 which does not appear in such documents is also furnished elsewhere and duly certified.”

<sup>1</sup> United Nations, *Treaty Series*, vol. 591, p. 265; for subsequent actions, see references in Cumulative Indexes Nos. 8 to 10, and 12 to 14, as well as annex A in volumes 961, 973, 1010, 1019, 1031, 1034, 1037, 1045, 1057, 1110, 1140, 1175, 1208, 1225, 1323, 1355, 1391 and 1394.

<sup>2</sup> Adopted on 5 March 1986 by the Conference of the Contracting Governments convened at London to amend the annex to the above-mentioned Convention. The amendments came into force on 1 October 1986, in accordance with article VII (3) of the Convention.

Standard 2.4.1 is amended to read:

“2.4.1. *Standard.* Public authorities shall accept a Ship’s Stores Declaration either dated and signed by the master or by some other ship’s officer duly authorized by the master and having personal knowledge of the facts regarding the ship’s stores, or authenticated in a manner acceptable to the public authority concerned.”

The first sentence of Standard 2.5.1 is amended to read:

“2.5.1. *Standard.* Public authorities shall accept a Crew’s Effects Declaration either dated and signed by the master or by some other ship’s officer duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned. . . .”

Standard 2.6.2 is amended to read:

“2.6.2. *Standard.* Public authorities shall accept a Crew List either dated and signed by the master or by some other ship’s officer duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned.”

New Standard 2.6.3 is added to read:

“2.6.3. *Standard.* Public authorities shall not normally require a Crew List to be submitted on each call in cases where a ship, serving in a scheduled programme, calls again at the same port at least once within 14 days and when there has been no change in the crew, in which case a statement of “No Change” shall be presented in a manner acceptable to the public authorities concerned.”

New Recommended Practice 2.6.4 is added to read:

“2.6.4. *Recommended Practice.* Under the circumstances mentioned in Standard 2.6.3 but where minor changes in the crew have taken place, public authorities should not normally require a new, full Crew List to be submitted but should accept the existing Crew List with the changes indicated.”

Recommended Practice 2.7.4 is amended to read:

“2.7.4. *Recommended Practice.* A list compiled by shipping companies for their own use should be accepted in place of the Passenger List, provided it contains at least the information required in accordance with Recommended Practice 2.7.3 and is dated and signed or authenticated in accordance with Standard 2.7.5.”

Standard 2.7.5 is amended to read:

“2.7.5. *Standard.* Public authorities shall accept a Passenger List either dated and signed by the master, the ship’s agent or some other person duly authorized by the master, or authenticated in a manner acceptable to the public authority concerned.”

#### SECTION 2E. MEASURES TO FACILITATE CLEARANCE OF CARGO, PASSENGERS, CREW AND LUGGAGE

After the present Recommended Practice 2.12.1 new Recommended Practice 2.12.2 is added to read:

“2.12.2. *Recommended Practice.* Contracting Governments should facilitate the temporary admission of specialized cargo handling equipment arriving by ships and used on shore at ports of call for loading, unloading and handling cargo.”

Existing Recommended Practice 2.12.2 is renumbered 2.12.3.

Existing Standard 2.12.3 is renumbered 2.12.4.

Existing Recommended Practice 2.12.4 is renumbered 2.12.5 and the reference therein is changed from “Standard 2.12.3” to “Standard 2.12.4”.

Existing Recommended Practice 2.12.5 is renumbered 2.12.6 and the reference therein is changed from “Standard 2.12.3” to “Standard 2.12.4”.

## SECTION 2G. COMPLETION OF DOCUMENTS

Standard 2.15 is amended to read:

“2.15. *Standard.* Public authorities shall accept information conveyed by any legible and understandable medium, including documents handwritten in ink or indelible pencil or produced by automatic data processing techniques.”

New Standard 2.15.1 is added to read:

“2.15.1. *Standard.* Public authorities shall accept a signature, when required, in handwriting, in facsimile, perforated, stamped, in symbols, or made by any other mechanical or electronic means, if such acceptance is not inconsistent with national laws. The authentication of information submitted on non-paper media shall be in a manner acceptable to the public authority concerned.”

## SECTION 5B. ERRORS IN DOCUMENTATION AND PENALTIES THEREFOR

Standard 5.3 is amended to read:

“5.3. *Standard.* If errors are found in documents provided for in this Annex, which have been signed by or on behalf of a shipowner or master, or otherwise authenticated, no penalties shall be imposed until an opportunity has been given to satisfy the public authorities that the errors were inadvertent, not of a serious nature, not due to recurrent carelessness and not made with intent to violate laws or regulations.”

In Standards 2.3.2, 2.7.6, 2.11.1, 3.12, 3.15.1, 4.1, 4.4.1, 4.9 and 5.4.1 the word “should” is replaced by the word “shall”.

*Authentic texts of the amendments: English and French.*

*Certified statement was registered by the International Maritime Organization on 18 November 1986.*