



**COUNCIL OF
THE EUROPEAN UNION**

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REPORT

From : COREPER

To : Council

No. Cion prop. : 5789/09 MAR 8 CODEC 86

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Subject : Proposal for a Directive of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community and repealing Directive 2002/6/EC
- *General approach*

Introduction

On 27 January 2009, the Commission transmitted to the Council and the European Parliament the above mentioned proposal.

Content of the proposal

1. The aim of the proposal is to replace Directive 2002/6/EC in order to further facilitate maritime transport by simplifying certain administrative procedures for ships arriving in or departing from EU ports. A particular focus has been put on the electronic transmission of data, the use of the SafeSeaNet system, and the gradual phasing-out of paper format for reporting. Furthermore, Member States and the Commission should strive for further harmonisation of reporting formalities on national and EU level.
2. In a wider context, the proposal should help make reality the concept of a European maritime transport space without barriers and to achieve the objectives of the Lisbon Agenda.

Work within Council bodies

3. The examination of the proposal by the Shipping Working Party started in May 2009, under the Czech Presidency but with a Swedish chair. The work has been pursued under the Swedish Presidency. In line with the Inter-Institutional Approach to Impact Assessment¹, the Shipping Working Party also examined the impact assessment.
4. The proposal was the subject of a progress report to the TTE Council on 9 October 2009.
5. On 9 December 2009, Coreper examined the text of a Presidency compromise proposal. A broad majority of delegations could support the compromise text put forward by the Presidency. To meet the concerns of delegations, some minor drafting adjustments were made by Coreper.
6. However, a few delegations and the Commission still have reservations on the text. These are indicated under “Outstanding issues” below.

¹ Better Regulation: Inter-Institutional Common Approach to Impact Assessment, doc. 14901/05 JUR 486 COMPET 263.

Work within the European Parliament

7. The European Parliament has recently started its examination. A rapporteur was nominated in September 2009 (Mr Sterckx, ALDE-BE). A first exchange of views in the TRAN committee took place on 10 November 2009. The Parliament's position at first reading is expected for March/April 2010.
8. The Presidency has informally been in contact with the rapporteur in order to exchange views and explore the possibilities for a first reading agreement. Though the rapporteur is in principle positive to such an agreement, it has proven not to be achievable during the Swedish Presidency due to Parliament's agenda constraints.

OUTSTANDING ISSUES

a) Subject matter and scope of the Directive (Article 1) (footnotes 20 and 21, p. 13)

This article has been substantially changed during the examination of the proposal, including the merging of Articles 1 and 2 in the initial Commission proposal. As the Article now stands, it states that the main objective is to increase the use of electronic transmission of data and to simplify reporting formalities. Paragraph 3 is intended to clarify that the Directive does not intend to create any additional reporting formalities.

DE questions – in general – the implications of the Directive on other EU legislation. In particular, DE considers the relation between the proposed Directive and customs legislation unclear. Furthermore, DE has serious misgivings on the relation of the proposal with the Schengen *acquis*.

UK has voiced concerns on the compatibility of the Directive with e-border provisions as well as on the possibility for the UK to keep its own cargo and passenger declarations.

Linked to these reservations on the scope, are the DE suggestion to delete point A.2 in the Annex to the Directive, which concerns border checks on persons (footnote 28, p. 21), and the DE and UK reservations on the inclusion of point A.6 in the Annex to the Directive, which concern customs controls (footnote 29, p. 22).

Furthermore, these two delegations have other reservations closely linked to the subject matter and scope and the possibility to exchange data for customs and border control purposes within SafeSeaNet: DE reservation in footnote 21, p. 13; DE and UK reservations in footnote 23, p. 16.

The Presidency compromise proposal – seen as a whole – does not intend to create any new reporting formalities or to change the content of any existing reporting formalities for customs or border control purposes. In this context, particular reference could be made to:

- Recital 5a stating that the Directive should not affect the Schengen Borders Code, the Community Customs Code and several other legal texts in the customs field;
- Article 5(2) and Article 6(1) establishing an exemption for any information transmitted according to customs and border control legislation;
- Article 7a securing the confidentiality of any information exchanged within SafeSeaNet;
- the deletion of Article 8, supposed to exempt ships in intra-EU trade from certain controls under customs legislation.

b) Commission reservations

The Commission maintains reservations on:

- Recital (10a) concerning landlocked countries (footnote 17, p. 12);
- time-limit for transmission of electronic data (Article 5), for phasing-out of FAL forms in paper format (Article 7), and the transposition period of 24 months (Article 11);
- deletion of Article 8 (footnote 24, p. 17);
- deletion of the reference to a correlation table to be produced by the Member States in Article 11 (footnote 27, p. 19).

Furthermore, the Commission has a general reservation pending the European Parliament's adoption of its position at first reading.

c) Other reservations

DE has a reservation on the inclusion of FAL form 7 on dangerous goods (point B.7 in the Annex to the Directive) (footnote 31, p. 23).

MT maintains its parliamentary scrutiny reservation.

Adaptation to the Lisbon Treaty

Provisions in this draft general approach containing rules on delegated powers (Recitals 8 and 9; Articles 9 and 10) will have to be reviewed in the light of the entry into force of the Treaty on European Union and the Treaty on the Functioning of the European Union.

CONCLUSION

The Council is invited to resolve the outstanding issues and to adopt a general approach on the proposal for a Directive on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Union and repealing Directive 2002/6/EC

**Proposal for a
Directive of the European Parliament and of the Council on reporting formalities for ships
arriving in and/or departing from ports of the Member States of the Union and repealing
Directive 2002/6/EC**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2) thereof,

Having regard to the proposal from the Commission²,

Having regard to the opinion of the European Economic and Social Committee³,

Having regard to the opinion of the Committee of the Regions⁴,

Acting in accordance with the ordinary legislative procedure laid down in Article 294 TFEU⁵,

Whereas:

² OJ C [...], [...], p. [...].

³ OJ C [...], [...], p. [...].

⁴ OJ C [...], [...], p. [...].

⁵ OJ C [...], [...], p. [...].

- (1) Directive 2002/6/EC of the European Parliament and of the Council of 18 February 2002 on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community⁶ requires Member States to accept certain standardised forms (hereinafter, ‘FAL forms’) in order to facilitate traffic, as defined by the Convention on Facilitation of International Maritime Traffic, adopted on 9 April 1965, as amended.
- (1a) For the facilitation of maritime transport and in order to reduce the administrative burdens for shipping companies, the reporting formalities required by Union law and by Member States need to be simplified and harmonised to the greatest extent possible. However, this Directive should be without prejudice to the nature and content of the information required, and should not introduce any additional reporting requirements for ships not already under such obligation according to legislation applicable in Member States. It should deal solely with how the information procedures can be simplified and harmonised, and how the information could be gathered more effectively.
- (2) The transmission of data required upon entry to and/or exit from ports under Directive 2009/16/EC of the European Parliament and of the Council of 23 April on port State control⁷, Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues⁸, Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system⁹, Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security¹⁰, and, where appropriate, the International Maritime Dangerous Goods Code adopted in 1965, with the amendments thereto adopted and having entered into force, covers the information required by FAL forms. Therefore, if this information corresponds to the requirements in the above-mentioned legal instruments, FAL forms should be accepted for providing it.

⁶ OJ L 67, 9.3.2002, p. 31.

⁷ OJ L 131, 28.5.2009, p. 57.

⁸ OJ L 332, 28.12.2000, p. 81.

⁹ OJ L 208, 5.8.2002, p. 10.

¹⁰ OJ L 129, 29.4.2004, p. 6.

- (2a) Member States should deepen the cooperation between their customs, border control, public health and transport authorities in order to continue to simplify and harmonise reporting formalities within the Union and make the most efficient use of electronic data transmission and information exchange systems.
- (3) Widespread use should be made of electronic means of data transmission for all reporting formalities as soon as possible, building on the international standards developed by FAL, whenever practicable. In order to streamline and accelerate the transmission of potentially very large amounts of information, electronic formats for reporting formalities should be used, whenever practicable. Member States are encouraged to use administrative means, including economic incentives, to promote the use of electronic formats. For the above-mentioned reasons exchange of information between the competent authorities of the Member States should take place electronically. In order to facilitate such a development, electronic systems need to be interoperable to a greater extent.
- (4) The SafeSeaNet systems established at national and Union levels should facilitate the reception, exchange and distribution of information between Member States' information systems on maritime activity. To facilitate maritime transport and to reduce the administrative burdens for maritime transport, the SafeSeaNet system should be interoperable with other Union systems for reporting formalities. The SafeSeaNet system should be used for additional exchange of information for the facilitation of maritime transport. Reporting formalities regarding information for solely national purposes should not need to be introduced in the SafeSeaNet system.
- (4a) When adopting new Union measures, it should be ensured that Member States can maintain the electronic transmission of data and are not required to use paper formats.
- (5) FAL forms are regularly updated. This Directive should therefore refer to the version of these forms that is currently in force. Any information required by Member States' legislation which goes beyond the FAL requirements should be communicated in a format to be developed on the basis of IMO FAL standards.

- (5a) This Directive should not affect the provisions in Regulation (EC) No 562/2006 of the European Parliament and of the Council of 15 March 2006 establishing a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code)¹¹, Council Regulation (EEC) No 2913/92 of 12 October 1992 establishing the Community Customs Code¹², Commission Regulation (EEC) No 2454/93 of 2 July 1993 laying down provisions for the implementation of Council Regulation (EEC) No 2913/92 establishing the Community Customs Code¹³, Regulation (EC) No 648/2005 of the European Parliament and of the Council of 13 April 2005 amending Council Regulation (EEC) No 2913/92 establishing the Community Customs Code¹⁴ and Regulation (EC) No 450/2008 of the European Parliament and of the Council of 23 April 2008 laying down the Community Customs Code (Modernised Customs Code)¹⁵.
- (5b) In the interest of making the electronic transmission of information standard and for the facilitation of maritime transport, Member States should extend the use of electronic means of transmitting data according to an adequate time-table, and should in cooperation with the Commission discuss the possibility of harmonising the use of electronic means of transmitting data. To this end, consideration should be given to the work of the High Level Steering Group (HLSG) for the SafeSeaNet system as regards the SafeSeaNet road map, when adopted, and to the concrete funding requirements and respective allocation of Union financial means for the development of electronic transmission of data.

¹¹ OJ L 105, 13.4.2006, p. 1.

¹² OJ L 302, 19.10.1992, p. 1.

¹³ OJ L 253, 11.10.1993, p. 1.

¹⁴ OJ L 117, 4.5.2005, p. 13.

¹⁵ OJ L 145, 4.6.2008, p. 1.

(6) [...]

(7) [...]

[(8) The measures necessary for the implementation of this Directive should be adopted in accordance with Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission¹⁶.]

[(9) In particular, the Commission should be empowered to amend the Annex to this Directive, in so far as an amendment of this type will not have the effect of widening the scope of the Directive. Since those measures are of general scope and are designed to amend non-essential elements of this Directive by supplementing it with new non-essential elements, they must be adopted in accordance with the regulatory procedure with scrutiny provided for in Article 5a of Decision 1999/468/EC.]

(9a) The various legally binding acts adopted by the European Union requiring e.g. pre-notification formalities at the entry in ports, such as Directive 2009/16/EC, may impose different time limits for the accomplishment of these pre-notification formalities. The Commission should examine the possibility to shorten and harmonise these time limits, taking advantage of on-going progresses in electronic data processing in the context of a report to the European Parliament and the Council which should contain, if appropriate, a legislative proposal.

¹⁶ OJ L 184, 17.7.1999, p. 23.

- (10) Since the objectives of the proposed action, namely to facilitate maritime transport in a harmonised way across the Union, cannot be sufficiently achieved by the Member States and can therefore, by reason of the scale or effects of the action, be better achieved at Union level, the Union may take measures, in accordance with the principle of subsidiarity set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality, as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.
- (10a) According to the case law of the Court of Justice of the European Union, where transposition of a directive is pointless for reasons of geography, this transposition is not mandatory. Therefore, requirements foreseen in the Directive on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Union are not relevant for Member States which do not have any ports in which ships falling under the scope of this Directive normally can call.¹⁷
- (11) The measures stipulated in this Directive help achieve the objectives of the Lisbon Agenda.
- (11a) This Directive should be without prejudice to Directive 95/46/EC of the European Parliament and of the Council of 24 October 1995 on the protection of individuals with regard to the processing of personal data and on the free movement of such data¹⁸ and to Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data¹⁹.
- (12) In the interest of clarity, Directive 2002/6/EC should be replaced by this Directive,

HAVE ADOPTED THIS DIRECTIVE:

¹⁷ Reservation: Commission.

¹⁸ OJ L 281, 23.11.1995, p. 31.

¹⁹ OJ L 8, 12.1.2001, p. 1.

Article 1²⁰

Subject matter and scope

1. The purpose of this Directive is to simplify and harmonise the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalising reporting formalities.
2. This Directive shall apply to the reporting formalities applicable to maritime transport for ships arriving in and ships departing from ports situated in Member States.
3. This Directive shall not apply to ships exempted from reporting formalities.²¹

Article 2

[...]

²⁰ General comments and reservations: DE has reservations on possible overlaps with and incidence on other EU legislation, in particular customs legislation. UK voiced concerns about e-border compatibility and its possibility to keep its proper cargo and passenger declarations.

²¹ DE against the deletion of the words “*in accordance with legislation applicable in the Member States*” at the end of this paragraph.

Article 3 Definitions

For the purposes of this Directive, the following definitions shall apply:

- (a) ‘reporting formalities’ means the information set out in the Annex which, in accordance with the legislation applicable in a Member State, must be provided for administrative and procedural purposes when a ship arrives in or departs from a port in that Member State;
- (b) ‘FAL Convention’ means the IMO Convention on Facilitation of International Maritime Traffic, adopted on 9 April 1965, as amended;
- (c) ‘FAL forms’ means the standardised forms, as provided for in the FAL Convention;
- (d) ‘ship’ means any seagoing vessel or craft;
- (e) ‘SafeSeaNet’ means the Union maritime information exchange system as defined in Directive 2002/59/EC.

Article 3a Harmonisation and coordination of reporting formalities

1. Each Member State shall take measures to ensure that the reporting formalities are requested in a harmonised and coordinated manner within that Member State.
2. The Commission shall, in cooperation with the Member States, develop mechanisms for the harmonisation and coordination of reporting formalities within the Union.²²

²² Reservation: DE suggests the deletion of this paragraph.

Article 4

Notification prior to entry into ports

Subject to specific provisions on notification applicable under legally binding Union acts or under international legal instruments applicable to maritime transport and binding on the Member States, including provisions on control of persons and goods, Member States shall ensure that the master or any other person duly authorised by the operator of the ship provides notification, prior to entering a port situated in a Member State, of the information required under the reporting formalities to the relevant competent authority appointed by that Member State:

- a) at least twenty-four hours in advance, or
 - b) at the latest, at the time the ship leaves the previous port, if the voyage time is less than twenty-four hours; or
 - c) if the port of call is not known or it is changed during the voyage, as soon as this information is available.
2. [...]

Article 5

Electronic transmission of data

1. Member States shall accept the fulfilment of reporting formalities in electronic format as soon as possible and in any case no later than five years after the date of transposition referred to in Article 11(1).
 - 1a. The format referred to in paragraph 1 shall follow the provisions in Article 6, without prejudice to the relevant format set out in the FAL Convention.

2. Where reporting formalities are required by Union law, the electronic means referred to in paragraph 1 must be interoperable, accessible and compatible with the SafeSeaNet system established in accordance with Directive 2002/59/EC, and with the computer systems stipulated in Decision No 70/2008/EC, when applicable. Member States shall consult economic operators and inform the Commission of progress made using the methods stipulated in that Decision. This shall not apply to information for customs and border control purposes in accordance with the specific provisions in Regulation (EEC) No 2913/92 (Community Customs Code) and Regulation (EC) No 562/2006 (Schengen Borders Code).

Article 6²³

Use of SafeSeaNet

1. Member States shall ensure that information received in accordance with the reporting formalities provided in accordance with a legally binding Union act is entered into their national SafeSeaNet systems and shall make relevant parts of such information available to other Member States via the SafeSeaNet system. Unless otherwise provided by a Member State, this shall not apply to information received pursuant to the provisions of Regulation (EEC) No 2913/92 (Community Customs Code), Regulation (EEC) No 2454/93, Regulation (EC) No 450/2008 (Modernised Customs Code), and Regulation (EC) No 562/2006 (Schengen Borders Code).
 - 1a. Member States shall ensure that the information received in accordance with paragraph 1 is accessible, upon request, to the relevant national authorities.
 2. [...]
 3. The underlying digital format of the messages to be used within national SafeSeaNet systems in accordance with paragraph 1 shall be established following the provisions of Article 22a in Directive 2002/59/EC.

²³ Scrutiny reservation: DE and UK.

4. Member States may provide relevant access to the information referred to in paragraph 1 through a national single window via an electronic data exchange system or through the national SafeSeaNet systems.

Article 7

Information in FAL forms

Member States shall accept FAL forms for the fulfilment of reporting formalities. Member States shall accept that information required in accordance with a legally binding Union act is provided in a paper format until five years after the date of transposition referred to in Article 11(1) only.

2. [...]

3. [...]

4. [...]

Article 7a

Confidentiality

Member States shall, in accordance with legally binding Union acts or national legislation, take the necessary measures to ensure the confidentiality of information exchanged according to Article 6(1) and 6(1a).

Article 8²⁴

[...]

²⁴ Commission reservation on the deletion.

[Article 9
Amendment procedure

The Commission may adopt the measures for amending the Annex to this Directive, in so far as an amendment of this type does not result in widening in the scope of the Directive. These measures, designed to amend non-essential provisions of this Directive, shall be adopted in accordance with the regulatory procedure with scrutiny referred to in Article 10(2).]

[Article 10
Committee procedure

1. For the purposes of adopting measures relating to maritime safety, and particularly those relating to the amendment of the Annex to this Directive, the Commission shall be assisted by the Committee on Safe Seas and the Prevention of Pollution from Ships (COSS), established under Article 3 of Regulation (EC) No 2099/2002 of the European Parliament and of the Council²⁵.

For the purposes of adopting measures relating to maritime security and particularly those relating to amendments of point A.5 in the Annex to this Directive, the Commission shall be assisted by the Maritime Security Committee (MARSEC), established under Article 11 of Regulation (EC) No 725/2004.

2. Where reference is made to this paragraph, Article 5a (1) to (4) and Article 7 of Decision No 1999/468/EC shall apply, having regard to the provisions of Article 8 thereof.]

²⁵ OJ L 324, 29.11.2002, p. 1.

Article 11
Transposition

1. Member States shall adopt and publish, by 24²⁶ months after the entry into force of this Directive at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.²⁷

[...]

When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.

2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.
3. [...]

Article 11a
Report

The Commission shall report to the European Parliament and the Council, at the latest 18 months after the date of transposition referred to in Article 11, on the functioning of this Directive. The report shall, if appropriate, be accompanied by a legislative proposal.

²⁶ Commission is in favour of a 12 months transposition period, in accordance with its initial proposal.

²⁷ Commission reservation on the deletion of the reference to a correlation table.

Article 12
Repeal of Directive 2002/6/EC

Directive 2002/6/EC shall be repealed as of [*24 months after the date of entry into force of this Directive*]. Any references to the repealed Directive shall be construed as references to this Directive.

Article 13
Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 14

This Directive is addressed to the Member States.

Done at Brussels,

For the European Parliament
The President

For the Council
The President

List of reporting formalities referred to in this Directive

A. Reporting formalities resulting from legally binding Union acts

This category of reporting formalities includes the information which shall be provided in accordance with the following legally binding Union acts.

1. Notification for ships arriving in and departing from ports of the Member States

In accordance with Article 4 of Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system.

2. Border checks on persons²⁸

In accordance with Article 7 of Regulation (EC) No 562/2006 of the European Parliament and of the Council of 15 March 2006 establishing a Community Code on the rules governing the movement of persons across borders (Schengen Borders Code).

3. Notification of dangerous or polluting goods carried on board

In accordance with Article 13 of Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system.

²⁸ DE suggests the deletion of point A.2.

4. Notification of waste and residues

In accordance with Article 6 of Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.

5. Notification of security information

In accordance with Article 6 of Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security and the requirements laid out in the SOLAS XI-2/9 regulation.

Until the adoption of a harmonised form at international level, the form set out in the Appendix to this Annex shall be used for the transmission of information required under Article 6 of Regulation (EC) 725/2004. The form can be transmitted electronically.

6. Entry summary declaration²⁹

In accordance with Article 36a of Council Regulation (EEC) No 2913/92 establishing the Community Customs Code and Article 87 of Regulation (EC) No 450/2008 of the European Parliament and of the Council of 23 April 2008 laying down the Community Customs Code (Modernised Customs Code)³⁰.

²⁹ DE and UK suggest the deletion of point and A.6.

³⁰ OJ L 145, 4.6.2008, p. 1.

B. FAL forms and formalities resulting from international legal instruments

This category of reporting formalities includes the information which shall be provided in accordance with the FAL Convention and other relevant international legal instruments.

1. FAL form 1: General Declaration
2. FAL form 2: Cargo Declaration
3. FAL form 3: Ship's Stores Declaration
4. FAL form 4: Crew's Effects Declaration
5. FAL form 5: Crew List
6. FAL form 6: Passenger List
7. FAL form 7: Dangerous Goods³¹
8. [...]
9. Maritime declaration of health

³¹ DE reservation on dangerous goods form.

C. Any relevant national legislation

Member States may include in this category the information which shall be provided in accordance with their national legislation, which should be transmitted by electronic means.

APPENDIX TO ANNEX TO ANNEX

SHIP PRE-ARRIVAL SECURITY INFORMATION FORM
 FOR ALL SHIPS PRIOR TO ENTRY INTO THE PORT OF AN EU MEMBER STATE
 (SOLAS REGULATION XI-2/9 AND ARTICLE 6.3 OF REGULATION (EC) No. 725/2004)

<i>Particulars of the ship and contact details</i>							
IMO number		Name of ship					
Port of registry		Flag State					
Type of ship		Call Sign					
Gross Tonnage		Inmarsat call numbers (if available)					
Name of Company and company identification number		CSO name & 24 hour contact details					
Port of arrival		Port facility of arrival (if known)					
<i>Port and port facility information</i>							
Expected date and time of arrival of the ship in port (ETA)							
Primary purpose of call							
<i>Information required by SOLAS regulation XI-2/9.2.1</i>							
Does the ship have a valid International Ship Security Certificate (ISSC)?	YES	ISSC	NO - why not?		Issued by (name of Administration or RSO)	Expiry date (dd/mm/yyyy)	
Does the ship have an approved SSP on board?	YES	NO	Security Level at which the ship is currently operating?	Security Level 1	Security Level 2	Security Level 3	
Location of ship at the time this report is made							
List the last ten calls at port facilities in chronological order (most recent call first):							
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Port	Country	UNLOCODE (if available)	Port facility	Security Level
1							SL =
2							SL =
3							SL =
4							SL =
5							SL =
6							SL =
7							SL =
8							SL =
9							SL =
10							SL =

Did the ship take any special or additional security measures, beyond those in the approved SSP? If the answer is YES, indicate below the special or additional security measures taken by the ship.		YES	NO
No. (as above)	Special or additional security measures taken by the ship		
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
List the ship-to-ship activities, in chronological order (most recent first), which were carried out during the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary – insert total number of ship-to-ship activities:			
Were the ship security procedures specified in the approved SSP maintained during each of these ship-to-ship activities?		YES	NO
If NO, provide details of the security measures applied in lieu in the final column below.			
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Location or Longitude and Latitude
			Ship-to-ship activity
			Security measures applied in lieu
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
General description of the cargo aboard the ship			
Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?		YES	NO
Confirm a copy of ship's crew list is attached		YES	Confirm a copy of the ship's passenger list is attached
			YES
<i>Other security related information</i>			
Is there any security-related matter you wish to report?		YES	Provide details:
			NO
<i>Agent of ship at intended port of arrival</i>			
Name:		Contact details (Tel. no.):	
<i>Identification of person providing the information</i>			
Title or Position (delete as appropriate): Master / SSO / CSO / Ship's agent (as above)		Name:	Signature:
Date/Time/Place of completion of report			