



OUTCOME OF FAL 50

SUBTITLE PRESENTATION IMO

MARITIME SAFETY DIVISION

AGENDA

- Introduction to Maritime shipping
- Introduction to FAL Convention
- API & BRI Developments
- Interoperability & Data Harmonization
- Cybersecurity
- Public Health Emergencies & Key Workers
- Autonomous Vessels (MASS)
- IMO Digitalization Strategy
- Migration & Humanitarian Issues

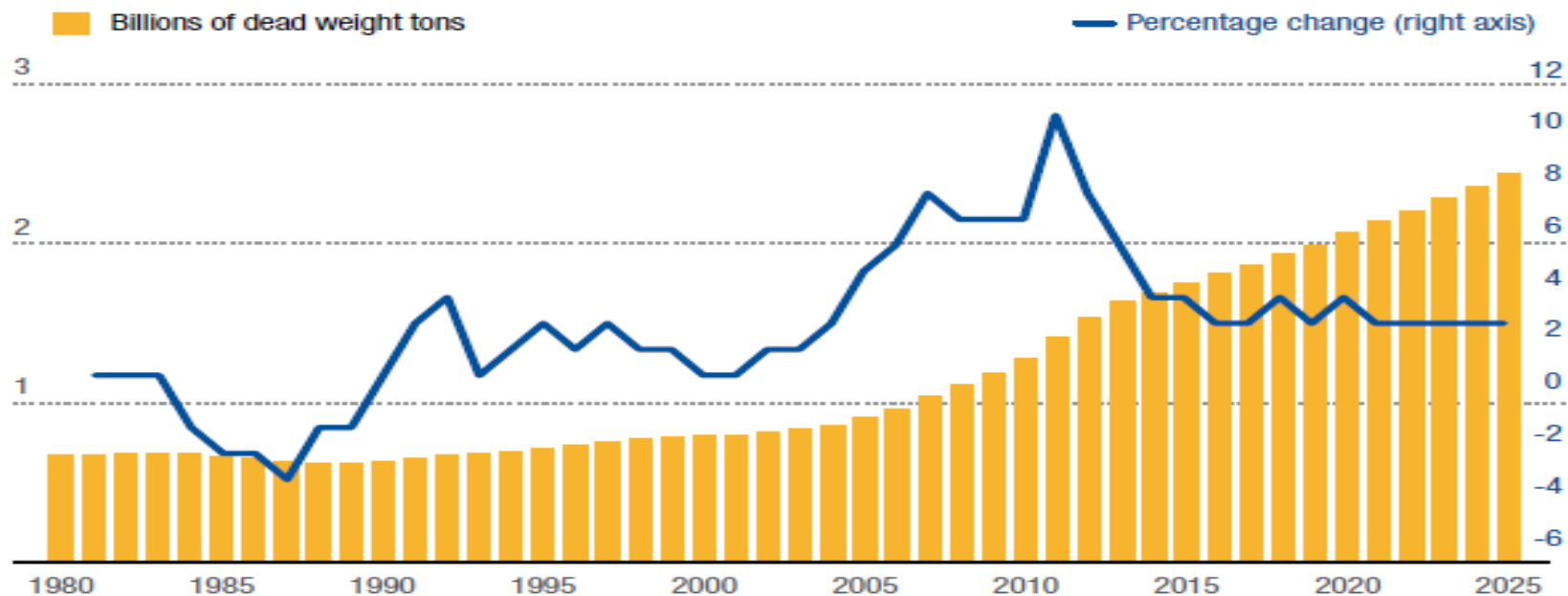
Introduction to Maritime Shipping

- Around 80% of global trade by volume and over 70% of global trade by value are carried by sea and are handled by ports worldwide
- Shipping provides cost competitive efficient and long distance transport
- Shipping activities have seen unprecedented increase. Total Annual Shipping Traffic in 1970 2.6 bn tons, in 2024 12,7 bn tons.

THE WORLD FLEET, 1980-2025

As of 1 January 2025:

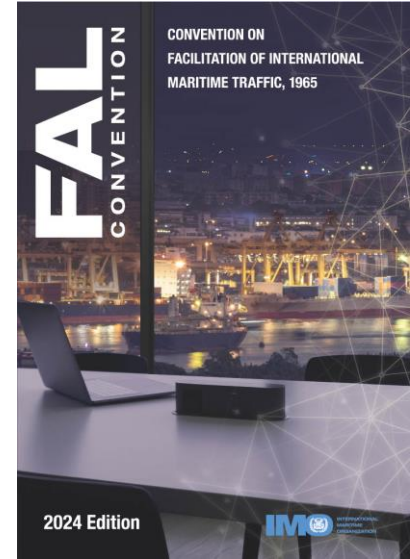
- the global fleet comprised around 112,500 commercial vessels (including cargo and non-cargo ships) over 100 GT.
- The global fleet in dead weight ton capacity grew by 3.4 per cent.
- Global capacity reached about 2.44 billion dead weight tons.



Source: UNCTAD calculations, based on data from Clarksons Research.

WHAT IS FAL CONVENTION?

- ✓ Adopted: 1965, Entered into force: 1967
- ✓ Number of Contracting Governments: 132
- ✓ Number of Associate Members: 3
- ✓ World tonnage: 95.85 % of the world's fleet
- ✓ 46 IMO member States are not yet part of FAL
- ✓ Scope of application: Do not apply to warships or pleasure yachts. It applies to all ships engaged in international voyages .
- ✓ Structure: 16 articles and an Annex of 7 chapters



CONTENTS OF THE FAL CONVENTION

✓ **Articles:** Scope of the Convention, General provisions
Amendment procedures, Notifications, Entry into force

✓ **Annex:** Implementation Procedures

1. Definitions and general provisions;
2. Arrival, stay and departure of the ship;
3. Arrival and departure of persons;
4. Stowaways;
5. Arrival, stay and departure of cargo and other articles;
6. Public health and quarantine, including sanitary measures for animals and plants;
7. Miscellaneous provisions.

Appendix 1 – The maximum information that may be required by public authorities for the declarations (Standard 2.1*bis*)

Appendix 2 – Declarations that may be required in paper form by the public authorities in exceptional circumstances (Standard 2.11)

Appendix 3 – Stowaway details referred to in RP 4.6.2

API & BRI Developments

- IMO progressing mandatory Advance Passenger Information (API) reporting for maritime transport
- Booking and Reservation Information (BRI) to be a Recommended Practice, not mandatory
- The amendments to the FAL Convention will be submitted for adoption at FAL 51 in 2027, with expected entry into force on 1 January 2029.
- Alignment with aviation API/PNR frameworks (WCO–ICAO–IATA Guidelines)

Interoperability & Data Harmonization

- IMO Compendium on Facilitation and Electronic Business now permanent
- The Compendium currently includes 33 data sets, 1247 data elements and 100 business rules, and IMO is responsible for 55 different code lists.
- Alignment with UNECE, WCO, ISO, IHO standards
- Cross-modal relevance for data standardization and interoperability

Cybersecurity

- Development of Maritime Cyber Code (non-mandatory, goal-based)
- Mandatory cybersecurity measures for Maritime Single Windows (MSWs) to be included in the FAL Convention. The amendments to the FAL Convention will be submitted for adoption at FAL 51 in 2027, with expected entry into force on 1 January 2029.

Public Health Emergencies-Key Workers

- Adoption of amendments to the FAL Convention to align with 2024 International Health Regulations (IHR) and provision of vaccinations to ship's crew and their access to medical care during a public health emergency of international concern.
- Discussion on ICAO/ILO/IMO/WHO cooperation on key workers during emergencies: FAL 50 agreed to:
 - .1 note the status of the term "key workers" in the legal frameworks of ICAO, ILO, IMO and WHO and other United Nations initiatives;
 - .2 note the discussion on the proposed joint working group and the recommendations of the ICAO/ILO/IMO/WHO secretariats;
 - .3 concur with the proposal of the ICAO/ILO/IMO/WHO secretariats to not establish an ICAO/ILO/IMO/WHO working group; and
 - .4 request the Secretariat to cooperate with the ICAO/ILO/WHO secretariats on key workers in the context of public health emergencies of international concern, and in line with the recommendations adopted by the JAG-TSC and to provide any relevant update to the Committee, as appropriate

Autonomous Vessels (MASS)

- Autonomous and remote-controlled ships are being trialled in some sea areas. Most predictions are that autonomous or semi-autonomous operation will be limited to short voyages, for example from one specific port to another, across a short distance.
- In 2021 IMO conducted a regulatory scoping exercise on Maritime Autonomous Surface Ships that was designed to assess existing IMO instruments to see how they might apply to ships that utilize varying degrees of automation. The regulatory scoping exercise (RSE) for safety treaties was finalized at the 103rd Session of the MSC in May 2021, and for treaties under the purview of the Legal Committee, at its 108th session in July 2021. The FAL Committee approved the outcome of the RSE of treaties under its remit at FAL 46 in May 2022.
- IMO expects to approve a non-mandatory Code on MASS in May 2026, to support to support safe testing, trials, and early operations of MASS.
- Experience-Building Phase (EBP) – 2026 onward
- Development of the Mandatory MASS Code (2028–2030), Entry into force: 1 January 2032

IMO Digitalization Strategy

- IMO approved in principle the IMO Strategy on Maritime Digitalization, which includes:
 - Interoperability principles
 - Data governance
 - Cybersecurity
 - Digital identity
 - Alignment with other UN agencies
- Focus on interoperability, data governance, cybersecurity, and digital identity
- To be adopted by the 35th IMO Assembly in November 2027

Migration & Humanitarian Issues

- Adoption of guidelines on recovery of deceased persons and stowaways
- Relevance to ICAO's work on cross-border humanitarian response and migrant transport
- Adoption of revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases.



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