

Cargo Declaration

Scope

The Cargo Declaration (previously IMO FAL Form 2) is usually required in both pre-arrival and pre-departure of a ship entering a port. The Cargo Declaration contains summary information about the cargo in or on the ship, namely the quantity and nature of the goods. It also includes some general information about the ship, such as the name and the flag. The information in the Cargo Declaration, or alternatively, in the ship's manifest and/or pre-arrival and pre-departure information is to be used by various public authorities, in particular customs and port authorities.

As an alternative, public authorities can accept the ship's cargo manifest or other transport documents, if it is provided electronically and contains at least the same information as the Cargo Declaration. The public authority may also require advance electronic cargo information.

To facilitate the processing of information required by public authorities, in particular risk analysis, all parties involved should use an appropriate description of the goods and refrain from using generic terms. Public authorities should make available to all parties concerned lists of descriptions that are deemed acceptable/unacceptable. Instead of plain language cargo descriptions, public authorities should promote cargo descriptions using HS codes up to the sixth digit level, recognizing that more digits may be required in import declarations.

Purpose

Based on the information in the Cargo Declaration, public authorities, in practice often customs, may perform risk assessments and take the appropriate measures.

It is the standard declaration on arrival and departure of a ship in a port, providing information required by public authorities relating to the cargo. With the information contained in the Cargo Declaration or, alternatively, in the ship's manifest and/or pre-arrival and pre-departure information, customs may have a global overview of the cargo entering or leaving a port, thus enabling them to allocate responsibility for the goods to a specific person or company. For the port authorities, this information is also useful for dealing with, for example, specialized cargo such as oil and bulk, and assigning a specific area in the port. This information should be sufficient for public authorities to be able to perform their primary functions at arrival and departure. Next to the obligation to use the Cargo Declaration (or its alternatives) as a facilitation measure, public authorities could publish explanatory notes to these data elements to simplify the use of the document and to inform the declarant concerning the content of each specific data element. Not all the information contained in the Cargo Declaration is necessarily required by public authorities. Public authorities may be satisfied with fewer data elements.

Possible party/stakeholders

	Party/stakeholder	Role within business process	Responsibility
1	Ship master / ship agent / authorized person	Submitters	Submits the information required by the General Declaration; ensures accuracy and completeness; responds to queries/correction requests.
2	Public authorities, such as port/maritime authorities, customs, health authorities	Receiver / Risk assessment / Clearance decision	Receiving and analyzing the information; performs risk assessment and compliance checks; issues

	and immigration agencies, coast guard		acknowledgements, requests for correction, and clearance or denial decisions.
3	Provider electronic platform / maritime single window	Maintenance of electronic platform for submission / maritime single window	IT-support

Interactions

Type of interaction	Direction	Medium	Frequency	Parties
B2G	Mostly one way, but in some specific countries this could be two-ways as there might be information on port clearance or denial of entrance/departure	Commonly the declaration is provided through MSW, by use of API, webservice or MSW Graphic User Interface	Before the arrival in and before the departure from a port	1 and 2

IMO Convention or Articles

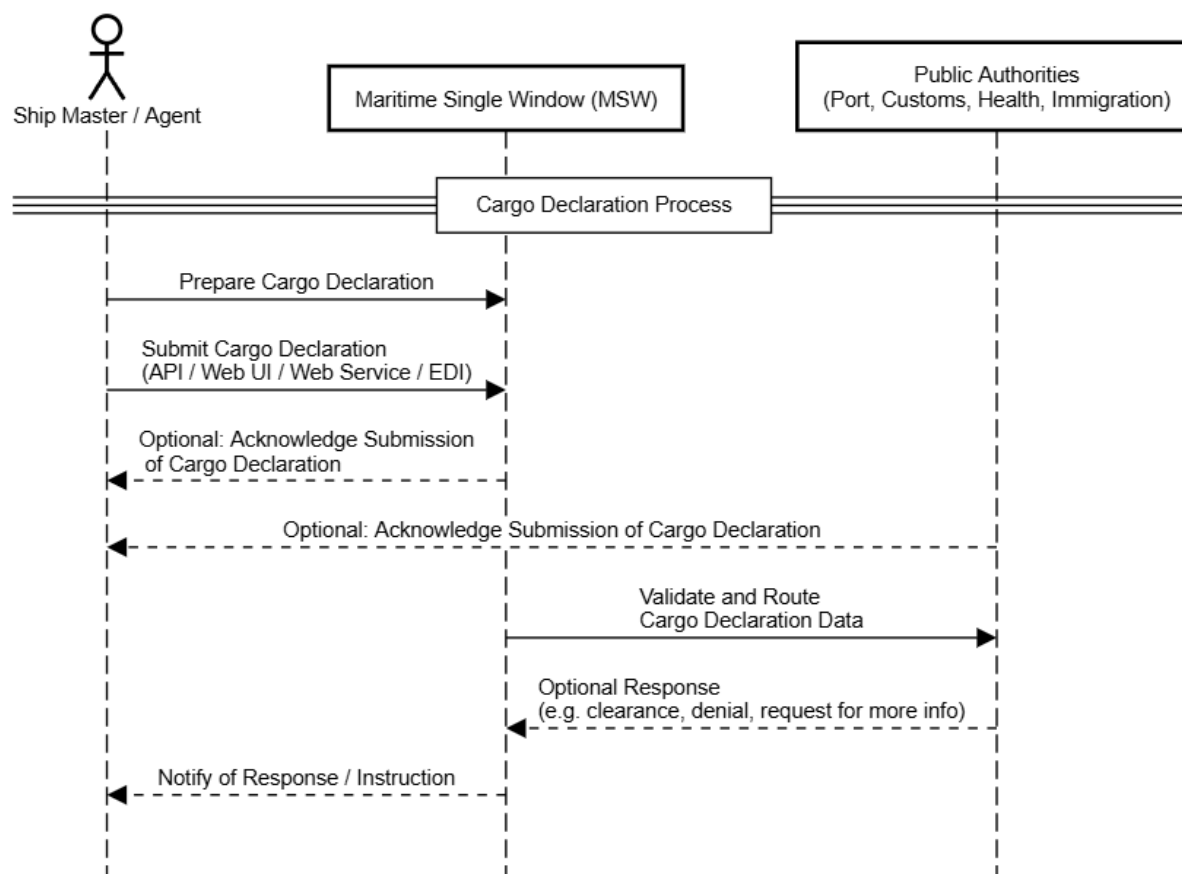
Annex to the FAL Convention Standard 2.3

Relation to other business processes

Data required as part of the Cargo Declaration may be repeated and reused by other declarations required by public authorities. Greater detail relating to customs, health, immigration and cargo are provided under additional declarations and relevant data sets.

FAL Forms 1, 3, 4 specifically have a relation to the Cargo Declaration, as well as the Dangerous Goods Manifest and the Electronic Bill of Lading, as it often relates to information of interest to Customs or other similar public authorities.

Sequence Diagram



Technical information for implementation

[To be determined]

Data exchange standards

	Standard name	Type
1	UN/EDIFACT	Code list
2	UN/LOCODE	Code list
3	UN/recommendation	Code list