
**eMS sub-group on data mapping and
functionalities**

Interim report

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Abbreviations used in the document:

DPG: Dangerous and Polluting Goods
ENS: Entry Summary Declaration
MDH: Maritime Declaration of Health
MS: Member State
NSW: National Single Window
SSN: SafeSeaNet

1. Background

1.1. Objectives of the sub-group

The eMS sub-group on data mapping and functionalities was established by the eMS group to harmonise the data set of information to be provided to the National Single Window (NSW) when fulfilling the reporting formalities covered by Directive 2010/65/EU.

In addition, the sub-group also provides support in the definition of the minimum required functionalities that the NSW should support and the functionalities associated with the exchange of data between Member States.

1.2. Objectives of the document

This interim report provides the works of the sub-group regarding the data mapping on 28th February 2013. Functionalities of the NSW will be covered in the NSW Guidelines document.

2. Approach

2.1. Work to-date

The work of the sub-group to-date was conducted by correspondence and one meeting and was divided in 3 steps:

Step 1: Identification of data elements

The first step consisted in identifying the individual data elements to be reported when fulfilling the reporting formalities. For that purpose, the EU legal acts were taken as a reference for the formalities of part A of the annex of the Directive, and the FAL Convention and the International Health Regulation for the formalities of part B.

The only formalities which were not covered by this task are the reporting of the Entry Summary Declaration (ENS) which is contained in Part A, and FAL form 2 (Cargo Declaration) which is contained in Part B. They were not included because there are on-going discussions in other fora on how cargo description will be transmitted.

In addition, data elements which had been considered as non-relevant for the implementation of the directive by the eMS group or by the relevant eMS sub-groups were identified, and therefore removed from the list of data elements. At its 7th meeting, on 12 December 2012, the eMS group concluded that although the harmonisation of Part C is desirable, it cannot be done at this stage (deadline for implementation 2015). As a consequence, the work of the sub-group was limited to the formalities covered by part A and B.

Step 2: Mapping of data elements from each formality

The purpose of this step was to identify identical data elements from the reporting formalities which could therefore be submitted only once to the NSW.

Step 3: Definition of data elements

Once the list of individual data elements covering all formalities had been elaborated, a unique name and definition was given to each element. Relevant existing names and definitions from SSN were used when already available. For elements not already covered by SSN, the ISO 28005-2 standard was used as a reference. When that was not possible, a specific definition was elaborated by the sub-group.

The result of the three first steps of the work of the sub-group is provided in chapter 3 of this document.

The sub-group introduced some assumptions on individual data elements which need to be considered by the eMS group or by the relevant sub-groups. They are presented in chapter 4 below.

2.2. Next steps

The following work on the data elements will need to be done in order to achieve a complete technical specification:

Step 4: inclusion in the NSWs

In this task, inclusion of the data elements in the NSW will be considered: which elements need be collected by the NSW, need to be available in the NSW (and made available to relevant authorities), need to be exchanged between MS. The conclusions of the eMS group regarding the re-use of data will be considered for that task.

Step 5: Technical definition of data elements

The objective of this task is to define the format of each data element and the codification of the information.

For example, the data element "next port" would be reported as a string of 5 characters, using the United Nations Code for Trade and Transport Locations (commonly known as "UN/LOCODE") as defined in UN/ECE Recommendation 16.

Step 6: Data structure

This is to define how to structure the data elements when they are reported to the NSW. The structure will have to cope with the fact that information may be provided in separate packages at different moments (24h before call, at arrival...) and information may come from different sources (ship, shipping company etc...).

Step 7: Messaging system

This is to define the structure and format of the messages that will support the fulfilment of the formalities. It is expected that a unique message will embed all data elements.

Several international standards, such as the WCO, the UN Trade Data Elements Directory (UNTDDED - ISO 7372), or the ISO standard on electronic port clearance (ISO 28005) could be used as a reference.

3. Data mapping and definition of data elements

The outcome of the work of tasks 1 to 3 is summarized in the table in Annex 1 (data elements definition) and Annex 2 (data mapping).

For the purpose of presenting the data elements, 17 subject groups have been used, as shown in Annex 1. This grouping does not reflect the data structure to be defined under task 6 above.

The elements from the formalities not transposed into data elements (according to the decisions from the eMS group and relevant sub-groups), are:

- Date and time of signature, name, title or position of the person who signed the form
According to decision of the 7th eMS group, the NSW gives the possibility to trace information by means of documented recorded identification: user identification, timestamp, action performed. Therefore, date and time of signature and identification of the person fulfilling the reporting formality would be automatically recorded by the NSW.
- FAL1 - Brief particulars of voyage
This is removed from scope, as proposed in the general maritime business rules.
- FAL1 - The ship's requirements in terms of waste and residue reception facilities
This is removed from scope, as proposed in the general maritime business rules, and because already covered under the waste notification.
- FAL7 - additional information
This is removed from scope, as proposed in the general maritime business rules.
- Maritime Declaration of Health - Tonnage (inland navigation vessel)
This element is considered as being out of scope of the implementation of the directive because the directive does not cover inland waterway transport.

4. Proposals on individual data elements

The following assumptions have been taken during the work of the sub-group and should be presented to the eMS group or the relevant eMS sub-group:

Subject group	Data element	Group	Proposal
17	Signature	eMS	According to decisions from the sub-groups, and according to the IMO compendium on facilitation and electronic business for FAL forms, there is no need for a formal signature for the electronic messages. The use of the user's credentials of data provider (User ID & Password) would be sufficient. This matter is a horizontal issue which related to all reporting formalities and DG MOVE is seeking advice as to whether an electronic signature is necessary.
17	Place of completion of the report	General maritime, custom, security	This is included in the security notification, FAL2 and FAL7. It is proposed to remove this from the information to be reported, as it is not relevant when information is provided in electronic format.
14	FAL4 – Signature (<i>for each crew member</i>)	Custom	It is proposed to remove this element from the scope of the NSW, and to consider that there is no need for a formal signature (as according to the IMO compendium on facilitation and electronic business for FAL forms). See item "Signature" above.
4	Voyage number	General maritime, Custom, Border control	This is an operator-assigned reference code for a voyage and serves the purpose of the operator. There is no guarantee that it could bring as such any benefit to the NSW or authorities in identifying a voyage leg or a port call. It is proposed that this is removed from the list of data elements.
2	CSO name	Security	To clarify that this is the full name of the CSO: surname and forename
2	CSO 24 contact details	Security	To clarify which contact details are required - phone number, fax number, and/or e-mail address.

Subject group	Data element	Group	Proposal
10	Is the ship carrying any dangerous substances as cargo covered by any of Classes [...] of the IMDG Code?	Security	This is removed from the data elements to be reported to the NSW, as it should be retrieved from the "cargo and dangerous and polluting goods" data elements.
10	Confirm DG manifest (or relevant extract) is attached	Security	It is proposed that this is automatically retrieved from the "cargo and dangerous and polluting goods" data items, and therefore not to be reported to the NSW.
10	Confirm a copy of ship's passenger list is attached	Security	It is proposed to retrieve automatically this information from the "passengers" data elements. This would therefore not to be reported to the NSW.
10	Confirm a copy of ship's crew list is attached	Security	It is proposed to retrieve automatically this information from the "crew" data elements. This would therefore not to be reported to the NSW.
5	Confirm DPG list on board	General Maritime	It is proposed that this "yes/no" statement is considered when the information is reported in a form on-screen (user interface) but not in electronic data exchange. When DPG information is provided through electronic data exchange, it should be considered by default that a list or manifest or appropriate loading plan giving details of the DPG and of their location is on board.
15	Maritime Declaration of Health - List ports of call from commencement of voyage with dates of departure, or within past thirty days, whichever is shorter	Health	It is proposed to merge the list with the information of last 10 ports from the security notification. Information will therefore cover the last 10 port calls. Note: in the case of ships not subject to the security notification but subject to MDH, information to be reported should be limited to identification of port and date of departure.
3	Period of stay	Customs	This is included in FAL form 3. It is proposed to retrieve this information by using the information regarding arrival and departure (ETA to port of call and ETD from port of call) and remove this element from the list.

Subject group	Data element	Group	Proposal
9	Confirmation that the above details are accurate and correct	Waste	It is proposed that this "yes/no" statement is considered when the information is reported in a form on-screen (user interface) but not in electronic data exchange. When waste information is provided through electronic data exchange, it should be considered by default that the information is confirmed as accurate and correct.
9	Confirmation that there is sufficient dedicated onboard capacity	Waste	It is proposed that this "yes/no" statement is considered when the information is reported in a form on-screen (user interface) but not in electronic data exchange. When waste information is provided through electronic data exchange, it should be considered by default that the ship has sufficient dedicated on-board capacity.

Annex 1: Definitions of data elements

Note: in order to help readability, some rows contain several elements. When it is the case, the elements are separate with a "+".

	Subject Group	Name	Definition
1	Ship identification	Ship name	Name of the ship
		Call sign	Call sign for the ship. Sequence of letters and numbers, unique to each ship by which ships can be identified usually in radio communications.
		IMO number	7 digit IMO number of the ship
		MMSI number	9 digit number identifying the ship station
		Comment	Any other information related to ship identity
2	Ship particulars	Flag state	Flag state of ship
		Certificate of registry - Port	Port where the certificate of registry was issued
		Certificate of registry - Date	Date of issue of certificate of registry
		Certificate of registry - Number	Number of the certification of registry
		Inmarsat call number	Inmarsat call number to ship
		Gross tonnage	Gross tonnage as defined by the International Convention on Tonnage Measurement of Ships
		Net tonnage	Net tonnage as defined by The International Convention on Tonnage Measurement of Ships
		Ship type	Ship type
		Name of company	Name of ship's operating company, as defined in the ISM code
		IMO company number	IMO company identification number
		CSO name	Full name of the Company Security Officer
		CSO 24 hour contact details	Company Security Officer's 24 hour contact details: phone, fax, e-mail
3	Port call	Port of call	When referring to a voyage leg, this is the port at the end of that leg. This is normally the case when this element is used in pre-arrival notifications. When referring to a port stay, this is the port where the ship is. In case when this element is used in departure notifications, this is the port that the ship leaves.
		ETA to port of call	Estimated time and date of arrival at the port of call
		ETD from port of call	Estimated time and date of departure from the port of call
		Position in port of call	Facility as defined in ISPS, terminal or berth
		Name of agent at port of call	Name of the organisation representing the ship in the context of the call in the port. This may be the Company or an agent, dependent on circumstances
		Contact details of agent at port of call	Contact details of agent at port of call
		Purpose of call	Primary purpose of the call
4	Voyage	Next port	When referring to a specific leg of a voyage, the next port is the next port to be visited after the leg's arrival port. When referring to a port stay, the next port of call is the arrival port for the next leg leading from this port.
		ETA to next port	Estimated time and date of arrival at the next

	Subject Group	Name	Definition
			port
		Last port	When referring to a leg of a voyage, this is the departure port for that leg. When referring to a port stay, it is the departure port of the leg that led to this port.
		Itinerary of cruise ship: Port + Expected date and time of arrival	List of ports where the ship is expected to call from the initial departure port to the final arrival port of the cruise, with the corresponding dates and times of expected arrivals.
		Last 10 port calls: Date of arrival + Date of departure + Port + Port facility + security level + Special or additional security measures	Last 10 port calls: Actual date of arrival + Actual date of departure + Identification of port + Port facility identified by its IMO port facility number as in GISIS database + Port's security level according to ISPS standard + Special or additional security measures taken by the ship during call
5	Dangerous and polluting goods	INF ship class	Class of the ship needed for INF cargoes as defined in Regulation VII/14.2 / Code for the license of the vessel according to the INF Code
		Confirm DPG list on board	Confirmation that a list or manifest or appropriate loading plan giving details of the dangerous or polluting goods carried and of their location on the ship is on board. This is a yes/no data element. This element is not to be considered for electronic data exchange.
		Cargo manifest contact details	Address from which detailed information on the polluting and dangerous cargo may be obtained
6	Dangerous and polluting cargo items	Port of loading	Identify of the port where the cargo was loaded on board the ship
		Port of discharge	Identity of the port where the cargo will be discharged from the ship
		Transport document ID	Transport document, e.g., Bill of Lading, identity code
		Marks and number	Marks and number of the cargo item. For containers, this shall be the identification code as defined in ISO 6346 (limited to goods under IMDG code)
		No. of packages + package type	This is the total number of packages on all cargo units covered by this cargo item + this is a description of the outer package of the cargo item
		Textual reference + DG classification	This is the proper shipping name, completed with the technical name where appropriate, for goods under IMDG Code, or the product name for goods under IBC Code and IGC Code, or the bulk cargo shipping name for goods under IMSBC Code, or the name of oil for goods under Annex I to the MARPOL Convention. + Indication of the classification used (IMDG, IGC, IBC, IMSBC, MARPOL)
		UN class	UN Hazard Code for this cargo as defined in IMDG. It specifies the hazard code for the actual substance. Subsidiary hazard codes may be added where applicable in the "Subsidiary Risks" data items.
		UN number	This is the UN dangerous goods unique number as defined in IMDG

	Subject Group	Name	Definition
		Packing group	Where applicable: Packing danger group code as appropriate and as defined in IMDG (limited to goods under IMDG code)
		Subsidiary risks	Additional hazard codes associated with the goods, if applicable
		Flash point	Flash point in degrees centigrade, if applicable.
		MARPOL pollution code	This code applies to noxious liquid substances as defined in MARPOL, Annex II (e.g. X, Y, Z, OS)
		Gross quantity	Gross quantity of cargo item: value and unit
		Net quantity	Net quantity of cargo item: value and unit
		EmS	Emergency procedure number
		On board location	This is the on board location of the cargo
		Brief description of onboard cargo	This is a short text giving a humanly readable overview of what cargo the ship carries. This shall also contain brief details of any harmful substances and gases that could endanger persons or the environment.
7	Ship's Stores	Description	Description of the dutiable store item that the ship carries
		Quantity	Quantity of the ship's store item: value and unit
		On board location	This is the on board location of the ship's stores item
		Official use	This includes the information of the official use of the ship's stores item
8	Waste	Last port delivered	Last port when ship-generated waste was delivered
		Last port delivered date	Last date when ship-generated waste was delivered
		Waste delivery status	If ship delivers all, some or none of its waste in the port it reports to
9	Waste disposal information	Waste type	Type of waste (as defined by the Waste sub group). Note: to be completed with free text description if type is "Others: specify")
		To be delivered	Quantity in cubic metres (m3) of waste to be delivered in port. This can be an estimate.
		Max Storage	Maximum dedicated storage capacity for this type of waste in cubic metres (m3).
		Retained on board	Quantity in cubic metres (m3) of waste to be retained on board
		Disposed of in port	Name of port where remaining waste will be disposed of
		Estimate generated	Estimate amount of waste to be generated between notification and next port of call in cubic metres (m3).
		Accurate and correct details	Confirmation that the above details are accurate and correct. This is a yes/no data element. Not to be considered for electronic data exchange
		Sufficient onboard capacity	Confirmation that there is sufficient dedicated onboard capacity. This is a yes/no data element. Not to be considered for electronic data exchange
10	Security	Valid ISSC	Does the ship have a valid International Ship Security Certificate (ISSC)? This is a yes/no data element.

	Subject Group	Name	Definition
		Reason for no valid ISSC	Reason for the ship not having a valid ISSC
		ISSC issuer type + ISSC issuer	Type of organization (This should be the flag state or the recognized security organization) + Description of the issuing body.
		ISSC expiry date	ISSC expiry date
		Approved security plan	This is a yes/no data element. Indicates if the ship has an approved security plan
		Current ship security level	Ship's current security level according to the ISPS standard
		Location at the time of the report	Location as a port, a geographic position and/or a named location
		Ship security procedures in ship-to-ship activity	Were the ship security procedures maintained during each ship-to- ship activity? This is a yes/no data element.
		Ship-to-ship activities: Date from + Date to + Location, Activity, Security measures	Ship-to-ship activities: Date from + Date to + Location as a port, a geographic position and/or a named location + Description of ship-to-ship activity performed + Security measures applied in lieu
		Security-related matter to report	Is there any security-related matter you may wish to report? This is a yes/no data element.
		Details of security related matter	Details of security related matter
11	Number of persons on board	Number of persons on board	Total number of persons on board the ship
		Number of passengers	Total number of passengers on board the ship
		Number of crew	Total number of crew on board the ship
12	Passengers	Family name	Family name, name
		Given name	Given name, first name, surname
		Nationality	Nationality
		Date of birth	Date of birth
		Place of birth	Place of birth, city name or similar
		ID document	The types of documents are muster book, passport or other legal identity card with picture. If none of this is available, other shall be used.
		ID number	Identity code of the specified document
		Embarkation Port	Port where the crew member embarked the ship
		Debarkation Port	Port where the crew member debarked the ship
		Transit	If the passenger is a transit passenger in this port call, i.e., if the passenger enters the ship again before departure. This is a yes/no data element
		Visa number	Visa number
		Ports visited	Ports visited since international voyage began or within past 30 days (whichever is shorter).
13	Crew	Crew reference	This is the crew reference that uniquely identify each of the crew members on board the ship
		Family name	Family name, name
		Given name	Given name, first name, surname
		Duty	Crew duty or rank
		Nationality	Nationality
		Date of birth	Date of birth
		Place of birth	Place of birth, city name or similar

	Subject Group	Name	Definition
		ID document	The types of documents are muster book, passport or other legal identity card with picture. If none of this is available, other shall be used.
		ID number	Identity code of the specified document
		Visa number	Visa number
		Embarkation Port	Port where the crew member embarked the ship
		Ports visited: ports	Ports/countries visited since international voyage began or within past 30 days (whichever is shorter).
		Name of master	Name of ship's master
14	Crew's Effects	Effect description	It contains the description of the type of possible dutiable or prohibited item in a human readable format
15	Health	Valid Sanitation Control Exemption or Control Certificate	Valid Sanitation Control Exemption or Control Certificate carried on board? It is either "No", or "Sanitary Control Exemption" or "Sanitary Control Certificate"
		Issue location	Location where the Sanitation Control Exemption or Control Certificate was issued.
		Issue date	Date when the Sanitation Control Exemption or Control Certificate was issued.
		Re-inspection required	It is a yes/no data element
		Visited infected area	Has ship/vessel visited an infected area identified by the World Health Organization? It is a yes/no data element
		Port of call in infected area	If ship visited an infected area identified by WHO, this is the port of call in that infected area
		Date of call in infected area	If ship visited an infected area identified by WHO, this is the date of the call in that infected area
		Any person died	Has any person died on board during the voyage otherwise than as a result of accident? This is a yes/no data element
		Number of deaths	Total number of deaths. TBC with Health sub-group: this could be retrieved automatically from MDH attachment
		Disease on board	Is there on board or has there been during the international voyage any case of disease which you suspect to be of an infectious nature? This is a yes/no data element
		Ill persons greater than expected	Has the total number of ill passengers during the voyage been greater than normal/expected? This is a yes/no data element
		Number of Ill persons	Number of ill persons during the voyage
		Ill persons now	(4) Is there any ill person on board now? This is a yes/no data element
		Medical consulted	Was a medical practitioner consulted? This is a yes/no data element
		Infection condition on board	Are you aware of any condition on board which may lead to infection or spread of disease? This is a yes/no data element
		Sanitary measure	Has any sanitary measure (e.g. quarantine, isolation, disinfection or decontamination) been applied on board? This is a yes/no data

	Subject Group	Name	Definition
			element
		Type of sanitary measure	Type of sanitary measure
		Place of sanitary measure	Place of sanitary measure
		Date of sanitary measure	Date of sanitary measure
		Stowaways	Have any stowaways been found on board? This is yes/no data element
		Location stowaways joined ship	Location where the stowaways joined the ship
		Sick animal	Is there a sick animal or pet on board? This is yes/no data element
16	Health - MDH Attachment	Family name + Given name	Family name + Given name
		Duty	Crew duty or rank
		Age	Age
		Gender	Gender
		Nationality	Nationality
		Embarkation port + Embarkation date	Port of embarking + Date when the person embarked the ship
		Illness	Nature of illness
		Symptoms date	Date of onset of symptoms
		Reported to port medical	Reported to a port medical officer? This is a yes/no data element
		State + Case Disposal	Whether the person recovered, is still ill or died + Whether the person is still on board, was evacuated, or was buried at sea
		Location of evacuation	Name of the port or airport where person was evacuated
		Treatment	Drugs, medicines or other treatment given to patient
		Comments	Comments on the specific case in the MDH attachment
17	Signature and remarks	General remarks	This is a human-readable general remark

Annex 2: Data mapping

The table below identifies the data elements from each of the formalities from parts A and B of the annex of Directive 2010/65/UE.

Some elements may be required at arrival or departure only (respectively marked with "A" and "D").

Each formality is indicated by the number used in the annex of Directive 2010/65/UE.

Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH
1. Ship identification												
Ship name	X		X	X	X	X	X	X	X	X	X	X
Call sign	X		X	X	X	X	X	X	X	X	X	
IMO number	X		X	X	X	X	X	X	X	X	X	X
MMSI number	X		X									
Comment												X
2. Ship particulars												
Flag state				X	X	X	X	X	X	X	X	X
Certificate of registry - Port					X	X						
Certificate of registry - Date						X						
Certificate of registry - Number						X						
Inmarsat call number					X							
Gross tonnage					X	X						X
Net tonnage						X						
Ship type					X	X						
Name of company					X							
IMO company number					X							
CSO name					X							
CSO 24 hour contact details					X							
3. Port call												
Port of call	X		A	X	X	X	X		X	X		X
ETA to port of call	X		A	X	X	A	A		A	A		X
ETD from port of call	X		D	X		D	D		D	D		
Position in port of call					X	X						
Name of agent at port of call					X	X					X	
Contact details of agent at port of call					X	X						
Purpose of call					X							
4. Voyage												
Next port			D	X		D	D					X
ETA to next port			D									
Last port				X		A	A		X			X
Itinerary of cruise ship: Port + Expected date and time of arrival		X										
Last 10 port calls: Date of arrival + Date of departure + Port + Port facility + Security level + Special or additional security measures					X							X
5. Dangerous and polluting goods												
INF ship class			X									
Confirm DPG list on board			X									
Cargo manifest contact details			X									
6. Dangerous and polluting cargo items												
Port of loading											X	
Port of discharge											X	
Transport document ID											X	
Marks and number			X								X	
No. of packages + package type											X	
Textual reference + DG classification			X								X	

Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH
UN class			X								X	
UN number			X								X	
Packing group											X	
Subsidiary risks											X	
Flash point											X	
MARPOL pollution code											X	
Gross quantity			X								X	
Net quantity											X	
EmS											X	
On board location			X								X	
Brief description of onboard cargo					X	X						
7. Ship's Stores												
Description							X					
Quantity							X					
On board location							X					
Official use							X					
8. Waste												
Last port delivered				X								
Last port delivered date				X								
Waste delivery status				X								
9. Waste disposal information												
Waste type				X								
To be delivered				X								
Max Storage				X								
Retained on board				X								
Disposed of in port				X								
Estimate generated				X								
Accurate and correct details				X								
Sufficient onboard capacity				X								
10. Security												
Valid ISSC					X							
Reason for no valid ISSC					X							
ISSC issuer type + ISSC issuer					X							
ISSC expiry date					X							
Approved security plan					X							
Current ship security level					X							
Location at the time of the report					X							
Ship security procedures in ship-to-ship activity					X							
Ship-to-ship activities: Date from + Date to + Location, Activity, Security measures					X							
Security-related matter to report					X							
Details of security related matter					X							
11. Number of persons on board												
Number of persons on board	X		X				X					
Number of passengers						X						X
Number of crew						X						X
12. Passengers												

Name	A1 - Port	A2- Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH
Family name		X								X		X
Given name		X								X		
Nationality		X								X		
Date of birth		X								X		
Place of birth		X								X		
ID document		X								X		
ID number		X								X		
Embarkation Port		X								X		X
Debarcation Port		X								X		
Transit		X								X		
Visa number		X										
Ports visited												X
13. Crew												
Crew reference		X						X	X			
Family name		X						X	X			X
Given name		X						X	X			X
Duty		X						X	X			
Nationality		X							X			
Date of birth		X							X			
Place of birth		X							X			
ID document		X							X			
ID number		X							X			
Visa number		X										
Embarkation Port												X
Ports visited: ports												X
Name of master						X					X	X
14. Crew's Effects												
Effect description								X				
15. Health												
Valid Sanitation Control Exemption or Control Certificate												X
Issue location												X
Issue date												X
Re-inspection required												X
Visited infected area												X
Port of call in infected area												X
Date of call in infected area												X
Any person died												X
Number of deaths												X
Disease on board												X
Ill persons greater than expected												X
Number of Ill persons												X
Ill persons now												X
Medical consulted												X
Infection condition on board												X
Sanitary measure												X
Type of sanitary measure												X
Place of sanitary measure												X
Date of sanitary measure												X
Stowaways		X										X
Location stowaways joined												X

Name	A1 - Port	A2- Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH
ship												
Sick animal												X
16. Health - MDH Attachment												
Family name + Given name												X
Duty												X
Age												X
Gender												X
Nationality												X
Embarkation port + Embarkation date												X
Illness												X
Symptoms date												X
Reported to port medical												X
State												X
Case Disposal + Location of evacuation												X
Treatment												X
Comments												X
17. Signature and remarks												
General remarks						X						