



**EUROPEAN COMMISSION**  
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate D - Logistics, maritime & land transport and passenger rights  
**D.1 - Maritime transport & logistics**

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**Directive 2010/65/EU on Reporting Formalities**

**Data Mapping Report**

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**Version: 1.6 - Final**  
**Date: 25 February 2015**

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## Table of Contents

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<b>Table of Contents</b> .....	<b>2</b>
<b>Abbreviations used in the document:</b> .....	<b>3</b>
<b>1. Background</b> .....	<b>4</b>
<b>2. Approach</b> .....	<b>4</b>
<b>3. Data mapping and definition of data elements</b> .....	<b>7</b>
<b>4. Proposals on individual data elements</b> .....	<b>8</b>
<b>Annex 1: Definitions of data elements</b> .....	<b>15</b>
<b>Annex 2: Data mapping</b> .....	<b>26</b>
<b>Annex 3: Technical definition of data elements and business rules</b> .....	<b>33</b>
<b>Annex 4: Reference to message standards</b> .....	<b>44</b>
<b>Annex 5: Additional data elements for information</b> .....	<b>55</b>

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## Change Control History

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Version	Date	Last approval	Description
1.0	15-11-2013	Draft	First draft version submitted by the Data Mapping and Functionalities sub group to 10 <sup>th</sup> meeting eMS
1.1	27-03-2014	Draft	Document submitted to Data Mapping and Functionalities sub group on 9 of April 2014
1.2	14-04-2014	Draft	Revision of the Data Mapping and Functionalities sub group on 9 of April 2014
1.3	30-04-2014	Draft	Document submitted to 11 <sup>th</sup> meeting eMS
1.4	28-05-2014	Draft	Revision done by MS Task Force
1.5	31-07-2014	eMS 12 (final)	Revision following comments sent after 12 <sup>th</sup> meeting eMS
1.6	27-11-2014	Draft	Insertion of FAL form 2 data elements Corrections to some data elements to align with SSN v3.
1.6	25-02-2015	Final	Validated in the eMS 14

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## Abbreviations used in the document:

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DPG: Dangerous and Polluting Goods

ENS: Entry Summary Declaration

MDH: Maritime Declaration of Health

MS: Member State

NSW: National Single Window

PSC: Port State Control

SSN: SafeSeaNet

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## 1. Background

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### 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 report provides the conclusion of the sub-group regarding the data mapping. Functionalities of the NSW will be covered in the NSW Guidelines document.

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## 2. Approach

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The work of the sub-group is divided in 7 steps:

### 2.1. 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 Regulations for the formalities of part B.

The only formality which is not covered by this task is the reporting of the Entry Summary Declaration (ENS) which is contained in Part A:

- ENS: How the ENS data is transmitted or made available through the NSW will depend on the NSW solution developed by the MSs, which may vary from having an integrated solution to one where different systems are interoperable. Therefore, it is up to each Member State to define how relevant data of the ENS is made available in the NSW by implementing a solution defined by each MS at national level, respecting EU legal requirements and technical specifications and without imposing new costs, IT development and/or administrative burdens for Trade.

At a second stage, the FAL form 2 (Cargo Declaration) contained in Part B was added to the data Mapping exercise:

- FAL form 2: Article 7 says that MSs shall accept FAL forms for the fulfilment of reporting formalities. However, FAL form 2 is generally not used because it does not contain all cargo-related information required by authorities. Instead, several MS use the cargo manifest. It is recommended to transmit these cargo manifests electronically through the NSW, including the data elements and structure established in accordance with the requirements of the legislation of the MSs. In the future, once available, these cargo manifests should be replaced by the harmonised electronic cargo manifest that is established in the context of the Blue Belt initiative.

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, with a reservation by the shipping industry representatives, that although the harmonisation of Part C “Any relevant national legislation” 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. Nevertheless some data elements, which may be considered by MS under part C, are provided for information in annex 5.

Data elements from notifications required in terms of Directive 2009/16/EC (Port State Control) have also been included as Part C requirements. These data elements are to be included in the NSW implementation on an optional basis if they are required as a reporting formality by the MS.

The NSW should be designed to accept the submission of Part C data elements if required by the MS.

## **2.2.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 should therefore be submitted only once to the NSW.

## **2.3.Step 3: Definition of data elements**

Once the list of individual data elements covering all formalities had been elaborated, a name and a 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 and the WCO data model were used as a reference. When that was not possible, a specific definition was elaborated by the sub-group.

The definitions of data element are provided in annex 1. The mapping with formalities is provided in annex 2.

## **2.4.Step 4: inclusion in the NSWs**

In this task, rules regarding the support of the data elements by the NSW were considered:

- Identification of data elements which are required by EU legal acts (part A of annex of Directive 2010/65/EU) which will therefore be supported by all NSW. Other data elements (parts B and C of annex of Directive 2010/65/EU) are to be implemented in the NSW in accordance with the national legislation of each MS. If supported by the NSW, their implementation should follow the harmonisation defined in this document (name, business and technical definition). In the case of data submission through a system interface, the NSW shall accept the submission of part B data elements which are required by EU legal Acts (Part A of annex of Directive 2010/65/EU), provided by the Ship Data Provider.
- identification of elements which will be made available to other MS through SSN,
- recommendations of labels to be used when information is reported in a user interface, and
- business rules.

Result of this step is provided in annex 2. Business rules applicable to individual data elements are provided in annex 3.

## **2.5.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. A technical definition has been defined for each data element based on both ISO 28005 and WCO standards, as well as SSN. This is provided in annex 3.

## **2.6.Step 6: Data grouping**

For the purpose of presenting the data elements in this report, 20 data groups have been used. This represents a simple grouping of data elements which are in the same domain of content.

## **2.7.Step 7: Messaging Systems**

This is to define the structure and format of the messages that will support the fulfilment of the formalities.

Several international standards may be considered as a reference (UN/EDIFACT, WCO data model, and the ISO standard on electronic port clearance - ISO 28005). In order to ensure that the same information can be reported to the NSW regardless of the standard used, it is necessary to guarantee the interoperability between the messaging systems implemented by the NSWs.

For the messaging systems based on ISO 28005 and WCO data model, a mapping is proposed in annex 4.

A mapping with EDIFACT messages is being considered in collaboration with EPCSA and PROTECT Group.

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### **3. Data mapping and definition of data elements**

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The outcome of the work of tasks 1 to 7 is summarized in

- Annex 1: Data elements definitions,
- Annex 2: Data mapping,
- Annex 3: Technical definitions of the data elements and business rules,
- Annex 4: Reference to message standards
- Annex 5: Additional data elements for information.

#### 4. Proposals on individual data elements

The sub-group made a number of proposals on how to treat certain individual data elements. When necessary, the proposals were discussed at the eMS group meeting which agreed to seek clarifications from the Commission and the relevant sub-groups. The proposals by the sub-group and the clarifications received are included in the following table:

Data element	Group	Proposal	Clarifications
Date and time of signature, name, title or position of the person who signed the form	eMS	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.	No clarification needed
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.	Confirmed by DG MOVE that the use of the user's credentials of data provider (User ID & Password) is sufficient
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.	Confirmed by DG MOVE that the submitter and the date of submission of the report could be achieved through traceability of the NSW, as this is right for a use within the EU context.



Data element	Group	Proposal	Clarifications
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.	Customs sub-group confirmed (by correspondence) that there is no need for the crew's signature and the data element may be removed.
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.	The General Maritime sub-group had agreed that "The inclusion of the voyage number in the NSW is left to the discretion of each MS." (BR 7)
CSO name	Security	To clarify that this is the full name of the CSO: surname and forename	Confirmed by DG MOVE
FAL1 - Brief particulars of voyage	General Maritime	This is removed from scope, as proposed in the general maritime business rules as it is already covered in the security notification.	No clarification needed
FAL1 – The ship's requirements in terms of waste and residue reception facilities	General Maritime	This is removed from scope, as proposed in the general maritime business rules, and because already covered under the waste notification.	No clarification needed
CSO contact details	Security	To clarify which contact details are required - phone number, fax number, and/or e-mail address.	Confirmed by DG MOVE. It shall be done either ways as long as that it is certified that the CSO can be reached 24/7 and that he will then be in a position to take appropriate action without delay upon such a request.

Data element	Group	Proposal	Clarifications
Security notification: 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.	Confirmed by DG MOVE as this is right for a use within the EU context.
Security notification: 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.	Security Business Rule 5: All the information already provided once shall be reused; therefore the dangerous cargo manifest, the ship's crew list and the ship's passenger list (all these items are part of the ship pre-arrival message should not be required to attach to the security message), if already provided to the National SW.
Security notification: 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.	Security Business Rule 5: All the information already provided once shall be reused; therefore the dangerous cargo manifest, the ship's crew list and the ship's passenger list (all these items are part of the ship pre-arrival message should not be required to attach to the security message), if already provided to the National SW.
Security notification: 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.	Security Business Rule 5: All the information already provided once shall be reused; therefore the dangerous cargo manifest, the ship's crew list and the ship's passenger list (all these items are part of the ship pre-arrival message should not be required to attach to the security message), if already provided to the National SW.

Data element	Group	Proposal	Clarifications
Purpose of the call	Security	It is proposed to use the existing coded list of IMO (As referred in the Revised IMO Compendium on Facilitation and Electronic Business for reporting Ship's Security related information. Conveyance call purpose description code 8025 (UN/CEFACT) can be used for "Purpose of the call") describing the possible common purpose of call of a vessel.	Confirmed by DG MOVE
Valid ISSC (Does the ship have a valid ISSC?)	Security	This is a "yes/no" statement. The proposal is to remove this item.	Clarification by DG MOVE: This is a legal reporting requirement within Directive 2010/65/EC, Regulation 725/2004 and MARSEC. Therefore cannot be removed from the data set unless the legal requirements are amended. It cannot be considered by default that the ship has a valid ISSC.
Approved ship security plan on board	Security	This is a "yes/no" statement. The proposal is to remove this item.	Clarification by DG MOVE: This is a legal reporting requirement within Directive 2010/65/EC, Regulation 725/2004 and MARSEC. Therefore cannot be removed from the data set unless the legal requirements are amended. It cannot be considered by default that the ship has a security plan on board.
DPG notification: 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.	Clarification by DG MOVE: This is a legal reporting requirement within Directive 2002/59/EC for the master or responsible agent to consciously confirm and be aware of the involved responsibilities. It cannot be considered by default.

Data element	Group	Proposal	Clarifications
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, eMS	<p>It is proposed to merge the list with the information of last 10 ports from the security notification. MS may, in compliance with the International Health Regulations, request for additional ports of call, if the ship called additional ports since the commencement of the voyage or within the last thirty days.</p> <p>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 ports and dates of departure.</p>	<p>Health Business Rule 4: The list of the last 10 calls at port facilities submitted as part of the Security notification will be re-used for the purpose of compiling the information required in terms of the MDH for reporting the previous ports of call. MS may, in compliance with the International Health Regulations, request for additional ports of call, if the ship called additional ports since the commencement of the voyage or within the last thirty days.</p>
FAL 3: Period of stay	Customs	<p>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.</p>	<p>Customs sub-group confirmed (by correspondence) that this data element should be removed.</p>
Waste notification: Confirmation that the above details are accurate and correct	Waste	<p>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.</p>	<p>Clarification by DG MOVE: This is a legal reporting requirement within Directive 2000/59/EC for the master or responsible agent to consciously confirm and be aware of the involved responsibilities. It cannot be considered by default.</p> <p>Waste Business Rule 8: Concerning the transmission of the waste notification to the competent MS authorities, the information on the "statement of responsibility" should not be exchanged through the SSN central system. The "statement" shall be confirmed on the electronic form of the data provider. It is assumed that the information provided is correct once he/she decides to send it and therefore there is no need to exchange it between MS.</p>

Data element	Group	Proposal	Clarifications
Waste notification: 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.	Clarification by DG MOVE: This is a legal reporting requirement within Directive 2000/59/EC for the master or responsible agent to consciously confirm and be aware of the involved responsibilities. It cannot be considered by default.
MDH: Tonnage (inland navigation vessel)	Health	This element is considered as being out of scope of the implementation of the directive because the directive does not cover inland waterway transport but may be included as a part C data element	No clarification needed
MDH: Ill persons greater than expected	Health	Not clear how the estimation of the expected ill persons can be done	Clarifications provided by DG SANCO: IHR Annex 9 of MDH, does not specify numbers for "normal level of sickness on board". Usually ships carries on board medical logs with previous illness on board and this can be the main source for assessing abnormal level of ill travelers on board. Nerveless, some specific disease control programs for passenger ships (e.g. SHIPSAN, US CDC and BRAZIL-ANVISA) had some figures and recommendation to keep mainly Gastrointestinal infections and Influenza-like illnesses specific records on board and report outbreaks over 2%-3% of the passengers or crew on board. For other diseases and conditions, which need to be explored on a case by case setting, even one case of disease is important to be notified (e.g. measles).

Data element	Group	Proposal	Clarifications
Passengers – Transit (Transit passenger or not)	Border	This is a “yes/no” statement. The proposal is to remove this item. This could be derived by the following rules: if [Port of Call] ≠ to [Port of disembarkation], [Transit] is true	Clarification by DG MOVE: This is a legal requirement in the Schengen Border Code. Therefore it cannot be removed from the data set unless the legal requirements are amended.

## Annex 1: Definitions of data elements

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This set of data elements is the maximum set which is applicable as requirements of the reporting formalities according to Directive 2010/65/EU and as identified in paragraph 2.1 of this document.

Column "Changes from report 1.5" indicates which information as regards individual data elements was modified compared to the previous version of this report (version 1.5). Possible values are:

- ADD: Element was added
- MOVED: Element was moved
- NAME: Element was renamed
- DELETE: Element was deleted
- DEF: Element's definition was modified
- TECH: Element's technical definition was modified (see technical definition in Annex 3)
- BR: Business rule applicable to the element was modified

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
	<b>Ship identification</b>			
	Ship name	Name of ship	Given name of the ship in the ship registry	
	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		Unique ship identification number assigned by Lloyd's Register – Fairplay in accordance with IMO resolution A.600(15).	
	MMSI number		Identifier used by maritime digital selective calling (DSC), automatic identification systems (AIS) and certain other equipment to uniquely identify a ship or a coast radio station.	
	Comment	Any other information related to ship identity	Any other information related to ship identity	
	<b>Ship particulars</b>			
	Flag state of ship		The ISO code for the country subdivision in which the means of transport is registered	
	Certificate of registry - Port		Port where the certificate of registry was issued	
	Locode			
	Location name			
	Certificate of registry - Date		Date of issue of certificate of registry	
	Certificate of registry - Number		Number of the certification of registry	
	Inmarsat call number		Number indicating the location of the ship by satellite services of Inmarsat	
	Gross tonnage		The measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969	
	Net tonnage		The measure of the useful capacity of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969	
	Ship type		Code specifying the type of means of transport.	
	Name of company		Name of ship's operating company, as defined in the ISM code	
	IMO company identification number		IMO company identification number	
	<b>Port call</b>			
	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.	
BR	ETA port of call	ETA	Estimated time and date of arrival at the port of call	



Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
BR	ETD port of call	ETD	Estimated time and date of departure from the port of call	
	Position in port of call		Position of the ship in the port (berth or station)	
	Port facility	Port Facility of arrival (if known)	Facility as defined in ISPS	Issue with length of WCO element.
	Name of agent		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		Contact details of agent at port of call	
	Phone			
	Fax			
	Email			
	Purpose of call		Primary purpose of the call	
	Brief description of onboard cargo	General description of the cargo aboard the ship	This is a short text giving an 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.	
	<b>Pre-arrival 72 hrs notification</b>			
	Possible anchorage	Call at anchorage	Whether ship is bound for an anchorage	
	Planned operations		Planned operations at the port of call or anchorage of destination (loading, unloading, other)	
	Planned works	Planned statutory survey inspections and substantial maintenance and repair work to be carried out	Planned statutory survey inspection and substantial maintenance and repair work to be carried out whilst in the port of destination	
	Tanker hull configuration	For tankers: Configuration	Configuration: single hull, single hull with SBT, double hull	
	Volume and nature of cargo	For tankers: Volume and nature of cargo	volume and nature of the cargo on board the tanker	
	Condition of cargo and ballast tanks	For tankers: Condition of cargo and ballast tanks	Condition of the cargo and ballast tanks: full, empty, inerted	
	<b>Arrival</b>			
BR	ATA port of call	ATA	Actual time that ship arrived at port of call or anchorage	
	Anchorage	Call at anchorage	Whether the call is at an anchorage	
	<b>Departure</b>			
	ATD port of call	ATD	Actual time that ship departed from port of call or anchorage	
	<b>Voyage</b>			
	Voyage Number		This is a carrier-assigned reference code for a voyage	Inclusion is left to the discretion of each MS

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
	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 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.	
BR	ETD from last port		Estimated time and date of departure from the from Last port	Used with SSN
	Itinerary of cruise ship		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.	
	Port			
	Expected date and time of arrival			
	Last calls at port facilities		Last calls at port facilities	
DEF	Port		Port of call	
	Port facility		Port facility identified by its IMO port facility number as in GISIS database	
	Date of arrival		Actual date of arrival	
	Date of departure		Actual date of departure	
	Security level		The security level at which the ship operated in the port facility	
	Special or additional security measures		Special or additional security measures taken by the ship during call	
	<b>Dangerous and polluting goods</b>			
	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 ship according to the INF Code	
	Confirm DPG list on board	Do you confirm that a list or manifest or appropriate loading plan giving details of the DPG and their location on the ship is 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.  To be included in NSW	
	DPG contact details	Contact from which detailed information on the polluting and dangerous cargo may be obtained	Address from which detailed information on the polluting and dangerous cargo may be obtained	
	Given name			
	Family name			
	Location			
	Phone			

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
	Fax			
	Email			
<b>ADD</b>	<b>Consignment</b>			
MOVED	Port of loading		Identity of the port where the cargo was loaded on board the ship	
MOVED	Port of discharge		Identity of the port where the cargo will be discharged from the ship	
MOVED, BR	Transport document ID	Transport document / Booking / Reference number	Identifies the Transport document, e.g., Bill of Lading, identity code	The definition does not restrict. Each MS can implement at national level their requirements.
<b>ADD</b>	<b>Cargo item</b>			
MOVED, DEF	Number of Packages		This is the number of packages covered by this cargo item in a specific location on board or in a cargo unit.	
MOVED	Package type	Kind of packages	This is a description of the outer package of the cargo item	
MOVED, DEF	Gross quantity		The weight (mass) or volume of the goods contained in a package including the weight (mass) or volume of any packaging material for each cargo item.	
MOVED, DEF	Net quantity		Net weight of the goods excluding respectively their packing, and without the equipment used by the carrier for their transport.	
MOVED	Stowage position		The position or place where goods are stored on board the vessel. This is used in case of cargo which is not in a container or on a trailer.	
MOVED, BR	Transport Unit ID		Identification of the transport equipment. For containers, this shall be the identification code as defined in ISO 6346 (limited to goods under IMDG code)	
<b>ADD</b>	<b>Cargo item - Cargo details</b>			
ADD	Description of goods		Textual description of the goods	
ADD	HS Code		Harmonized Commodity Description and Coding System developed and maintained by the World Customs Organization	
ADD	Measurement		The physical size of the cargo item, where applicable. This should be omitted, e.g., for bulk cargo.	
<b>NAME</b>	<b>Cargo item - DPG details</b>			
	Textual reference		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.	Issue with the length in the WCO data model
	DG classification		Indication of the classification used (IMDG, IGC, IBC, IMSBC,	

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
			MARPOL)	
	IMO hazard class		UN Hazard Code for this cargo item 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		United Nations Dangerous Goods Identifier (UNDG), unique serial number assigned within the United Nations to substances and articles contained in a list of the dangerous goods most commonly carried.	
	Packing group		Where applicable: Packing danger group code as appropriate and as defined in IMDG. The packing group for a chemical indicates the degree of hazard associated with its transportation. The highest group is Group I (great danger); Group II is next (medium danger), while Group III chemicals present the lowest hazard (minor danger). Packing groups are often shown on MSDS data sheets for chemicals under the heading "Transport Information".	
	Subsidiary risks		Any risks in addition to the class to which dangerous goods are assigned; and which is determined by a requirement to have a subsidiary risk.	Issue with the WCO data model
	Flashpoint	Flashpoint (in °C.c.c.)	The temperature in degrees Celsius at which a liquid will give off enough flammable vapour to be ignited. according IMDG Code DG Class 3	Issue with Group of MS: Multiple values are allowed.
	MARPOL pollution code		This code applies to pollution hazards as defined in MARPOL Annex II in case of bulk (e.g. X, Y, Z, OS) and Annex III in case of packaged goods (e.g. P)	
	EmS		Classification of the Procedures for Emergency Preparedness and Response for ships carrying dangerous goods according to the IMO EmS Guide	
	Additional information		Any additional information regarding dangrous and polluting goods on board	
	<b>Ship's Stores</b>			
	Name of article		Description of the dutiable store item that the ship carries	
	Quantity		Quantity of the ship's store item: amount and unit	
	Location on board		This is the on board location of the ship's stores item	
	<b>Waste</b>			
	Last port delivered	Last port when ship-generated waste was delivered	Last port where ship-generated waste was delivered	
	Last port delivered date	Date when ship-generated waste was delivered	Last date when ship-generated waste was delivered	
	Waste delivery type	Are you delivering all,	If ship delivers all, some or none of its waste in the port it	

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
		some or none of your waste?	reports to	
	Accurate and correct details	Do you confirm that the above details are accurate and correct?	Confirmation that the above details are accurate and correct. This is a yes/no data element.	
	Sufficient onboard capacity	Do you confirm that there is sufficient dedicated onboard capacity?	Confirmation that there is sufficient dedicated onboard capacity. This is a yes/no data element.	
	<b>Waste disposal information</b>			
	Waste type		Type of waste	
	Waste type code		Code of waste type	
	Waste type description		Free text description of waste type	
	Amount to be delivered	Waste to be delivered (m3)	Quantity in cubic metres (m3) of waste to be delivered in port. This can be an estimate.	
	Maximum dedicated storage capacity	Maximum dedicated storage capacity (m3)	Maximum dedicated storage capacity for this type of waste in cubic metres (m3).	
	Amount retained on board	Amount of waste retained on board (m3)	Quantity in cubic metres (m3) of waste to be retained on board	
	Port of delivery of remaining waste	Port at which remaining waste will be delivered	Name of port where remaining waste will be disposed of	
	Estimated amount of waste to be generated	Estimated amount of waste to be generated (m3)	Estimate amount of waste to be generated between notification and next port of call in cubic metres (m3).	
	<b>Security</b>			
	CSO name		Full name of the Company Security Officer	
	Given name			
	Family name			
BR	CSO contact details		Company Security Officer's 24 hour contact details: phone, fax, e-mail	
	Phone			
	Fax			
	Email			
	Valid ISSC	Does the ship have a valid ISSC?	Does the ship have a valid International Ship Security Certificate (ISSC)? This is a yes/no data element.	
	Reason for no valid ISSC	If no, why not?	The reasons why the ship has no valid ISSC	
	ISSC			
	ISSC Type		To indicate if the ship is provided with an International Ship Security Certificate or an Interim International Ship Security Certificate	
TECH	ISSC issuer type	Type of ISSC issuing authority	Type of organization (Administration or Recognized Security Organization)	

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
	ISSC issuer	Name of ISSC issuing authority	Name of the issuing body.	
	ISSC expiry date		Date indicating when the ISSC will be expired	
	Approved security plan on board	Does the ship have an approved SSP on board?	This is a yes/no data element. Indicates if the ship has an approved security plan on board	
	Current ship security level	Security level at which the ship is currently operating	Ship's current security level according to the ISPS provisions	
	Ship-to-ship activities	Ship-to-ship activities, in chronological order (most recent first), which were carried out during the last 10 calls at port facilities	Ship-to-ship activities, in chronological order (most recent first), which were carried out during the last 10 calls at port facilities	
	Location		Location as a port, a geographic position and/or a named location	
	Locode			
	Latitude			
	Longitude			
	Location name			
	Date from			
	Date to			
TECH	Activity		Description of ship-to-ship activity performed	Changed to EDIFACT code according to COM clarification 02/12/2013
	Security measures	Security measures applied in lieu	Security measures applied in lieu	
	Security related matter to report	Any security-related matter to report	Security related matter to report, if any	
	<b>Number of persons on board</b>			
	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	
	Stowaways	Have any stowaways been found on board?	Have any stowaways been found on board? This is yes/no data element	
	<b>Passengers</b>			
	Family name		Family name or surname as in passport or valid ID Document	
	Given name		Given name or first name as in passport or valid ID Document	
	Nationality		The stated or factual country of citizenship shown on the passenger's identification document.	
	Date of birth		Date of birth	
	Place of birth		Place of birth, city name or similar	

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
ADD	Country of birth		Country of birth	
	Nature of identity 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.	
	Number of identity document		Registration number of the specified document	
	Port of embarkation		Port where the passenger embarked the ship	
	Port of disembarkation		Port where the passenger disembarked the ship	
	Transit	Transit passenger or not	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/Residence Permit number		Visa number or Residence Permit number, as applicable	
	<b>Crew</b>			
	Family name		Family name, name	To be also used to report the name of Master
	Given name		Given name, first name, surname	To be also used to report the name of Master
	Duty of crew	Rank or Rating	Crew duty or rank	Issue of coding: no existing standard.
	Nationality		The stated or factual country of citizenship shown on the crew's identification document.	
	Date of birth		Date of birth	
	Place of birth		Place of birth, city name or similar	
ADD	Country of birth		Country of birth	
	Nature of identity 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.	
	Number of identity document		Registration number of the specified document	
	Visa/Residence Permit number		Visa number or Residence Permit number, as applicable	
	<b>Crew's Effects</b>			
	Crew's effects	Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions	Effects ineligible for relief from customs duties and taxes or subject to prohibitions or restrictions (e.g. wines, spirits, cigarettes, tobacco, etc.).	
	<b>Health</b>			
	Valid Sanitation Control Exemption or Control Certificate	Valid Sanitation Control Exemption/Control Certificate carried on board?	Valid Sanitation Control Exemption or Control Certificate carried on board? It is either "No", or "Sanitary Control Exemption" or "Sanitary Control Certificate"	
BR	Place of issue	Issued at	Location where the Sanitation Control Exemption or Control Certificate was issued.	
BR	Date of Issue		Date when the Sanitation Control Exemption or Control	

Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
			Certificate was issued.	
DEF	Re-inspection required	Re-inspection required?	Whether re-inspection is required. It is a yes/no data element	
	Visited infected area	Has the ship visited an infected area identified by the World Health Organisation?	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 an accident? If YES, state particulars in MDH Attachment.	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	Total number of deaths	
	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?	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 persons during the voyage been greater than normal / expected?	Has the total number of ill passengers during the voyage been greater than normal/expected? This is a yes/no data element	
BR	Number of ill persons	How many ill persons?	Number of ill persons during the voyage	
	Ill persons now	Is there any sick person on board now? If YES, state particulars in MDH Attachment.	Is there any ill person on board now? This is a yes/no data element	
	Medical consulted	Was a medical practitioner consulted? If YES, state particulars of medical treatment or advice provided in MDH Attachment.	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 the spread of disease?	Are you aware of any condition on board which may lead to infection or spread of disease? This is a yes/no data element	
NAME	Sanitary measure applied	Has any sanitary measure	Has any sanitary measure (e.g. quarantine, isolation,	



Changes from report 1.5:	Group/ Element Name	Label for user interface (if different from Name)	Definition	Notes
		(e.g. quarantine, isolation, disinfection or decontamination) been applied on board?	disinfection or decontamination) been applied on board? This is a yes/no data element	
ADD	Sanitary measure	Has any sanitary measure (e.g. quarantine, isolation, disinfection or decontamination) been applied on board?	Sanitary measure	
NAME	Type of sanitary measure		Type of sanitary measure	
NAME	Place of sanitary measure		Place of sanitary measure	
NAME	Date of sanitary measure		Date of sanitary measure	
	Location stowaways joined ship	Where did stowaways join the ship (if any and if known)?	Location where the stowaways is assumed to have joined the ship, if any.	
	Sick animal	Is there a sick animal or pet on board?	Is there a sick animal or pet on board? This is yes/no data element	
<b>Health - MDH Attachment</b>				
	Gender		Gender	
	Embarkation date	Date joined ship	Date when the person embarked the ship	
	Illness	Nature of Illness	Nature of illness	
	Symptoms date	Date of onset of symptoms	Date of onset of symptoms	
	Reported to port medical	Reported to a port medical officer?	Reported to a port medical officer? This is a yes/no data element	
	State	Whether the person recovered, is still ill or died	Whether the person recovered, is still ill or died	
	Case Disposal	Whether the person is still on board, was evacuated, or was buried at sea	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	Name of the port or airport where person was evacuated	
	Treatment	Drugs, medicines or other treatment given to patient	Drugs, medicines or other treatment given to patient	
	Comments		Comments on the specific case in the MDH attachment	
<b>Remarks</b>				
	General remarks		This is a human-readable general remark to be optionally made by the master should the latter consider it appropriate to do so.	

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## Annex 2: Data mapping

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The table below identifies the data elements from each of the formalities from parts A and B of the annex of Directive 2010/65/EU and the notifications required in terms of Directive 2009/16/EC (as part C data elements).

Each formality of part A and B is indicated by the number used in the annex of Directive 2010/65/EU. Some elements may be required at arrival or departure only (respectively marked with "A" and "D"). In addition, notifications required by Directive 2009/16/EC on Port State Control (PSC) were added as part C elements. These part C elements may be implemented as reporting formalities under the Single Window depending on national legislation.

The column "Supported by all NSW as reporting formality" indicates data elements which are required by EU legal acts (part A of annex of Directive 2010/65/EU) which will therefore be supported by all NSW. Other data elements (parts B and C of annex of Directive 2010/65/EU) are to be implemented in the NSW in accordance with the national legislation of each MS. If supported by the NSW, their implementation should follow the harmonisation defined in this document (name, business and technical definition). In the case of data submission through a system interface, the NSW shall accept the submission of part B data elements which are required by EU legal Acts (Part A of annex of Directive 2010/65/EU) provided by the Ship Data Provider.

The column "Arrival" indicates data elements which are reported before or at arrival of the ship in port.

The column "Departure" indicates data elements which are reported before or at departure of the ship.

Column "Made available via SSN" indicates data elements which are made available by the National SSN system to other MS through SSN (as required by article 6 of directive 2010/65/EU and other EU legal acts). "o" means that the data element may be made available through SSN optionally (this depends if the data element is supported by the NSW).

Column "Already in PortPlus message" indicates data elements which are already made available through SSN.

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
<b>Ship identification</b>																						
Ship name	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	A	D	X	X	
Call sign	X		X	X	X	X	X	X	X	X	X	X		X	X	X	X	A	D	X	X	
IMO number	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	A	D	X	X	
MMSI number	X		X											X	X	X	X	A	D	X	X	
Comment													X					A				
<b>Ship particulars</b>																						
Flag state of ship				X	X	X	X	X	X	X	X	X	X				X	A	D	X	X	
Certificate of registry - Port					X	X											X	A	D	X		
Locode																	X			X		
Location name																	X			X		
Certificate of registry - Date						X												A	D	O		
Certificate of registry - Number						X												A	D	O		
Inmarsat call number				X													X	A		X		
Gross tonnage				X	X								X				X	A	D	X	X	
Net tonnage					X													A	D			
Ship type				X	X												X	A	D	X		
Name of company				X													X	A		X		
IMO company identification number				X													X	A		X		
<b>Port call</b>																						
Port of call	X		A	X	X	X		X		X	X		X	X	X		X	A	D	X	X	
ETA port of call	X		A	X	X	A		A		A	A		X			X	X	A		X	X	
ETD port of call	X		D	X		D		D		D	D					X	X	A	D	X	X	
Position in port of call						X											-	A		O	X	
Port facility					X												X	A		X		
Name of agent					X	X						X					X	A		X		
Contact details of agent					X	X											X	A		X		
Phone																	X	A		X		
Fax																	X	A		X		
Email																	X	A		X		
Purpose of call					X												X	A		X		
Brief description of onboard cargo					X	X											X	A	D	X		
<b>Pre-arrival 72 hrs notification</b>																						
Possible anchorage																X		A		O	X	
Planned operations																X		A		O	X	
Planned works																X		A		O	X	
Tanker hull configuration																X		A		O	X	
Volume and nature of cargo																X		A		O	X	
Condition of cargo and ballast tanks																X		A		O	X	
<b>Arrival</b>																						

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
ATA port of call														X				A	D	X	X	
Anchorage														X				A		X	X	
<b>Departure</b>																						
ATD port of call															X				D	X	X	
<b>Voyage</b>																						
Voyage Number						X	X	X	X	X	X	X							A	D		
Next port			D	X		D		D					X				X		D	X	X	
ETA to next port			D														X		D	X	X	
Last port				X		A		A		X			X				X	A		X	X	
ETD from last port																		A		X	X	
Itinerary of cruise ship		X															X	A				
Port		X															X	A				
Expected date and time of arrival		X															X	A				
Last calls at port facilities					X								X				X			X		R
Port																	X	A		X		R
Port facility																	X	A		X		R
Date of arrival																	X	A		X		R
Date of departure																	X	A		X		R
Security level																	X	A		X		R
Special or additional security measures																	X	A		X		R
<b>Dangerous and polluting goods</b>																						
INF ship class			X														X	A	D	X	X	
Confirm DPG list on board			X														X	A	D			
DPG contact details			X														X	A	D	X	X	
Given name																	X	A	D	X	X	
Family name																	X	A	D	X	X	
Location																	X	A	D	X	X	
Phone																	X	A	D	X	X	
Fax																	X	A	D	X	X	
Email																	X	A	D	X	X	
<b>Consignment</b>																						
Port of loading							X					X						A	D	O		R
Port of discharge							X					X						A	D	O		R
Transport document ID							X					X						A	D	O		R
<b>Cargo item</b>																						
Number of Packages							X					X						A	D	O		R
Package type							X					X						A	D	O		R
Gross quantity			X				X					X				X		A	D	X	X	R
Net quantity												X						A	D	O	X	R
Stowage position			X				X					X				X		A	D	X	X	R

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
Transport Unit ID			X				X					X					X	A	D	X		R
<b>Cargo item - Cargo details</b>																						
Description of goods							X										X	A				
HS Code							X										X	A				
Measurement							X										X	A				
<b>Cargo item - DPG details</b>																						
Textual reference			X										X				X	A	D	X	X	R
DG classification			X										X				X	A	D	X	X	R
IMO hazard class			X										X				X	A	D	X	X	R
UN number			X										X				X	A	D	X	X	R
Packing group													X					A	D	O		R
Subsidiary risks													X					A	D	O		R
Flashpoint													X					A	D	O		R
MARPOL pollution code													X					A	D	O		R
EmS													X					A	D	O		R
Additional information													X				X	A	D	X		X
<b>Ship's Stores</b>																						
Name of article							X											A				
Quantity							X											A				
Location on board							X											A				
<b>Waste</b>																						
Last port delivered			X														X	A		X		
Last port delivered date			X														X	A		X		
Waste delivery type			X														X	A		X		
Accurate and correct details			X														X	A		-		
Sufficient onboard capacity			X														X	A		-		
<b>Waste disposal information</b>																						
Waste type			X														X	A		X		
Waste type code			X														X	A		X		
Waste type description			X														X	A		X		
Amount to be delivered			X														X	A		X		
Maximum dedicated storage capacity			X														X	A		X		
Amount retained on board			X														X	A		X		
Port of delivery of remaining waste			X														X	A		X		
Estimated amount of waste to be generated			X														X	A		X		
<b>Security</b>																						
CSO name				X													X	A		X		R
Given name																	X	A		X		R
Family name																	X	A		X		R
CSO contact details				X													X	A		X		R

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
Phone																	X	A		X		R
Fax																	X	A		X		R
Email																	X	A		X		R
Valid ISSC					X												X	A		X		R
Reason for no valid ISSC					X												X	A		X		R
ISSC					X												X	A		X		
ISSC Type					X												X	A		X		
ISSC issuer type					X												X	A		X		R
ISSC issuer					X												X	A		X		R
ISSC expiry date					X												X	A		X		R
Approved security plan on board					X												X	A		X		R
Current ship security level					X												X	A		X		
Ship-to-ship activities					X												X	A		X		R
Location					X												X	A				R
Locode					X												X	A				R
Latitude					X												X	A				R
Longitude					X												X	A				R
Location name					X												X	A				R
Date from					X												X	A				R
Date to					X												X	A				R
Activity					X												X	A				R
Security measures					X												X	A				R
Security related matter to report					X												X	A		X		R
<b>Number of persons on board</b>																						
Number of persons on board	X		X					X									X	A	D	X	X	
Number of passengers						X							X					A	D			
Number of crew						X							X					A	D			
Stowaways		X											X				X	A				
<b>Passengers</b>																						
Family name		X									X		X				X	A	D			
Given name		X									X						X	A	D			
Nationality		X									X						X	A	D			
Date of birth		X									X						X	A	D			
Place of birth		X									X						X	A	D			
Country of birth		X									X						X	A	D			
Nature of identity document		X									X						X	A	D			
Number of identity document		X									X						X	A	D			
Port of embarkation		X									X		X				X	A	D			
Port of disembarkation		X									X						X	A	D			
Transit		X									X						X	A	D			
Visa/Residence Permit number		X															X	A	D			
<b>Crew</b>																						

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
Family name		X							X	X			X				X	A	D			
Given name		X							X	X			X				X	A	D			
Duty of crew		X							X	X							X	A	D			
Nationality		X								X							X	A	D			
Date of birth		X								X							X	A	D			
Place of birth		X								X							X	A	D			
Country of birth		X								X							X	A	D			
Nature of identity document		X								X							X	A	D			
Number of identity document		X								X							X	A	D			
Visa/Residence Permit number		X															X	A	D			
<b>Crew's Effects</b>																						
Crew's effects									X									A				
<b>Health</b>																						
Valid Sanitation Control Exemption or Control Certificate													X					A				
Place of issue													X					A				
Date of Issue													X					A				
Re-inspection required													X					A				
Visited infected area													X					A				
Port of call in infected area													X					A				
Date of call in infected area													X					A				
Any person died													X					A				
Number of deaths													X					A				
Disease on board													X					A				
Ill persons greater than expected													X					A				
Number of ill persons													X					A				
Ill persons now													X					A				
Medical consulted													X					A				
Infection condition on board													X					A				
Sanitary measure applied													X					A				
Sanitary measure													X					A				
Type of sanitary measure													X					A				
Place of sanitary measure													X					A				
Date of sanitary measure													X					A				
Location stowaways joined ship													X					A				
Sick animal													X					A				
<b>Health - MDH Attachment</b>																						
Gender													X					A				
Embarkation date													X					A				
Illness													X					A				
Symptoms date													X					A				
Reported to port medical													X					A				

Group/ Element Name	A1 - Port	A2-Border	A3 - DPG	A4 - Waste	A5 - Security	B1 - FAL1	B2 - FAL2	B3 - FAL3	B4 - FAL4	B5 - FAL5	B6 - FAL6	B7 - FAL7	B8 - MDH	C1 - PSC Arrival	C2 - PSC Departure	C2 - PSC 72h pre-arrival	Supported by all NSWs as reporting formality	Arrival	Departure	Made available via SSN	Already in PortPlus message	To be provided on request
State													X					A				
Case Disposal													X					A				
Location of evacuation													X					A				
Treatment													X					A				
Comments													X					A				
<b>Remarks</b>																						
General remarks						X												A	D			



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### **Annex 3: Technical definition of data elements and business rules**

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In addition to information already introduced in annex 1 and 2, the table below provides for each element

- Cardinality (column "occ"),
- Type (Text, Enumerate, Date Time, Date, Decimal, Integer, URI),
- Length,
- Codification, if relevant,
- Business rules applicable to the element.

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	<b>Ship identification</b>	1					
	Ship name	0-1	Text	0-35	Upon SOLAS, chapter I, part B, regulation 15 "Form Certificates", "the particulars inserted in the certificates shall be in Roman characters and Arabic figures". (From "A" to "Z" and from 0 to 9). Additional characters allowed are dots ".", dashes "-" and single apostrophe "'".		
	Call sign	0-1	Text	0-7			
	IMO number	0-1	Text	7	IMO number – IMO Res A.600 (15)	Data cannot be exchanged through SSN if ship does not have an IMO or MMSI number	
	MMSI number	0-1	Text	9	Length of the MMSI number must always be 9. Maritime Identification Digits (MID first 3 digits) according to the code allocated to a country (ITU regulation)	Data cannot be exchanged through SSN if ship does not have an IMO or MMSI number	
	Comment	0-1	Text	0-256	Possibility to provide information (e.g. registration number) on vessels without IMO or MMSI (e.g. pleasure craft, fishing vessels...)		
	<b>Ship particulars</b>	0-1				Ship particulars may not be required if relevant reference information is already available to the NSW	
	Flag state of ship	0-1	Enum	2	The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.	If the MMSI is included in the notification and the MID digits included in the reported MMSI refer to a different country from the one reported with the flag attribute, the notification will not be rejected but a warning message will be sent to the data provider.	
	Certificate of registry - Port	0-1				May be either locode or location name	
	Locode	0-1	Text	5	The port is identified by its 5-digit LOCODE		
	Location name	0-1	Text	0-256			
	Certificate of registry - Date	0-1	Date				
	Certificate of registry - Number	0-1	Text	1-35			
	Inmarsat call number	0-5	Text	1-50			
	Gross tonnage	0-1	Decimal	3			
	Net tonnage	0-1	Decimal	3			
	Ship type	0-1	Enum	2-3	codes the ship type according to UNECE R28. The actual codes shall be taken from and constructed according to the above reference. The code is a two- or three-digit number without any inserted space.		

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	Name of company	0-1	Text	1-70			
	IMO company identification number	0-1	Text	7			
	<b>Port call</b>	1					
	Port of call	1	Text	5	The "port of call" attribute must only be the LOCODE of the specific port of call or its dependent port's LOCODE		
BR	ETA port of call	0-1	DT			Required unless ATA is provided. In case time is not reported, use 00:00 (early submissions)	
BR	ETD port of call	0-1	DT			Required unless ATD is provided. In case time is not reported, use 00:00 (early submissions)	
	Position in port of call	0-1	Text	0-50	Any 50 character free text value will be accepted. However M.S are encouraged to utilise a 15 characters (subsidiary) LOCODE identifying the position of a subsidiary location within the port or port approaches		
	Port facility	0-1	Text	1-4	The port facility's code in the IMO GISIS maritime security database		Issue with length of WCO element.
	Name of agent	0-1	Text	1-50			
	Contact details of agent	0-1					
	Phone	0-1	Text	1-20	with an international prefix code		
	Fax	0-1	Text	1-20	with an international prefix code		
	Email	0-1	Text	0-50			
	Purpose of call	0-9	Enum		EDIFACT codes (8025)		
	Brief description of onboard cargo	0-1	Text	1-256	Type of cargo		
	<b>Pre-arrival 72 hrs notification</b>	0-1					
	Possible anchorage	0-1	Enum		Yes/ No status code		
	Planned operations	0-1	Text	0-256			
	Planned works	0-1	Text	0-256			
	Tanker hull configuration	0-1	Enum		Possible values: SHT - indicating a single hull tanker; SHT-SBT - indicating a single hull with segregated ballast tanks (SBT); DHT - indicating a double hull tanker	Should be provided in the case of tankers	
	Volume and nature of cargo	0-1	Text	0-256		Should be provided in the case of tankers	
	Condition of cargo and ballast tanks	0-1	Text	0-256		Should be provided in the case of tankers	
	<b>Arrival</b>	0-1					
BR	ATA port of call	1	DT			ATA cannot be older than 1 year from the moment when the notification is received	

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	Anchorage	0-1	Enum		Yes/ No status code		
	<b>Departure</b>	0-1					
	ATD port of call	1	DT				
	<b>Voyage</b>	0-1					
	Voyage Number	0-1	Text	0-256		May be used to link notifications provided by the ship data providers. Value provided is under the responsibility of the ship data provider	Inclusion is left to the discretion of each MS
	Next port	0-1	Text	5	The port is identified by its 5-digit LOCODE	Mandatory when ship reports dangerous and polluting goods on departure	
	ETA to next port	0-1	DT			Mandatory when ship reports dangerous and polluting goods on departure	
	Last port	0-1	Text	5	The port is identified by its 5-digit LOCODE	Retrieved from "Last calls at port facilities" element if provided	
BR	ETD from last port	0-1	DT				Used with SSN
	Itinerary of cruise ship	0-n				Mandatory only in the case of cruise ships with passengers on board. The itinerary is not required when a cruise ship does not have passengers on board and is calling in a port for other purposes (repairs, inspections, bunkering etc).	
	Port	1	Text				
	Expected date and time of arrival	1	DT				
	Last calls at port facilities	0-n				10 port calls to be provided as required for security. MS may, in compliance with the International Health Regulations, request for additional ports of call, if the ship called additional ports since the commencement of the voyage or within the last thirty days. For additional ports, only Port and Date of departure to be provided.	
DEF	Port	1	Text	5	The port is identified by its 5-digit LOCODE		
	Port facility	0-1	Text	1-4	Port facility's code in the IMO GISIS maritime security database		
	Date of arrival	0-1	Date				
	Date of departure	0-1	Date				
	Security level	0-1	Enum		The security levels according to the ISPS code: "SL1", "SL2" and "SL3"		
	Special or additional security measures	0-1	Text	0-256			

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	<b>Dangerous and polluting goods</b>	0-1				To be provided along with group 9 only if the ship carries DPG cargo	
	INF ship class	0-1	Enum		Code for the license of the vessel according to the INF Code. Possible values: "INF1", "INF2" and "INF3"	This is to be provided only if ship carries class 7 cargo (eMS sub-group meeting of 17/04)	
	Confirm DPG list on board	1	Enum		Yes/ No status code		
	DPG contact details	0-1			Cargo Information ContactDetails		
	Given name	0-1	Text	0-50			
	Family name	0-1	Text	0-50			
	Location	0-1	Text	5	LOCODE		
	Phone	1	Text	1-20	with an international prefix code		
	Fax	0-1	Text	1-20	with an international prefix code		
	Email	0-1	Text	0-50			
<b>ADD</b>	<b>Consignment</b>	0-n					
MOVED	Port of loading	0-1	Text	5	The port is identified by its 5-digit LOCODE		
MOVED	Port of discharge	0-1	Text	5	The port is identified by its 5-digit LOCODE		
MOVED, BR	Transport document ID	0-1	Text	1-35			The definition does not restrict. Each MS can implement at national level their requirements.
<b>ADD</b>	<b>Cargo item</b>	0-n					
MOVED, DEF	Number of Packages	0-1	Int				
MOVED	Package type	0-1	Enum	2	Two-letter alphabetic code of annex V or VI??? of UNECE R21 EDIFACT codes (7065)		
MOVED, DEF	Gross quantity	0-1	Decimal (Text)	3 (1-18)	Unit of measurement to be considered (SSN: WeightGross element specifying the gross weight of the dangerous good. Mandatory if WeightNet not present.) (Gross weight of the dangerous goods including respectively their packing, but without the equipment used by the carrier for their transport.)		
MOVED, DEF	Net quantity	0-1	Decimal	3 (1-18)	Unit of measurement to be considered (SSN: WeightNet element specifying the net weight of the dangerous good. Mandatory if WeightGross not present.)		
MOVED	Stowage position	1	Text	1-25		If containerised, it has to be reported on the transport equipment level. If bulk, it has to be reported on the goods	

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
						item level.	
MOVED, BR	Transport Unit ID	0-1	Text	1-17			
<b>ADD</b>	<b>Cargo item - Cargo details</b>	0-n					
ADD	Description of goods	0-1	Text	1-256			
ADD	HS Code	0-1					
			Text	1-3	EDIFACT codes (7143)		
			Text	1-18	First 6 digits must be the HS code		
ADD	Measurement	0-1					
<b>NAME</b>	<b>Cargo item - DPG details</b>	0-n				To be provided along with group 8 only if the ship carries DPG cargo	
	Textual reference	1	Text	1-350			Issue with the length in the WCO data model
	DG classification	1	Enum		Values: "IMDG", "IGC", "IBC", "MARPOL_ANNEX1", "IMSBC"		
	IMO hazard class	0-1	Text	1-7	IMO Hazard class (IMDG-IBC-IGC codes) of DPG		
	UN number	0-1	Text	4	UN number of DPG. Please use 'NONE' if UN number not existing.	Applicable for IMDG and IGC goods and some IBC and IMSB goods. Not applicable for MARPOL Annex I goods.	
	Packing group	0-1	Enum		Code as appropriate and as defined in IMDG: "I", "II", "III" and "None"	May be applicable for some IMDG goods. There are IMDG goods without a packing group. Only applicable for IMO Hazard Class: 3, 4.1, 4.2, 5.1, 6.1, 8, 9. Not every good of these classes has a packing group. Possible values I, II, III (and None).	
	Subsidiary risks	0-5	Text	1-17		May be applicable for some IMDG, IGC and IMSB goods. Not applicable for IBC and MARPOL Annex I goods. Possible values refer to IMDG and IMO Hazard Class. More than one value is possible.	Issue with the WCO data model
	Flashpoint	0-1	Decimal			To be provided in degrees Celsius	Issue with Group of MS: Multiple values are allowed.
	MARPOL pollution code	0-1	Enum		This code applies to pollution hazards as defined in MARPOL Annex II in case of bulk (e.g. X, Y, Z, OS) and Annex III in case of packaged goods (e.g. P)		
	EmS	0-2	Text	1-50		May be applicable for some IMDG, IGC	

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
						and IMSB goods. Not applicable for IBC and MARPOL Annex I goods. Consists of 2 values, 1 for spillage and 1 for fire. Possible values spillage: S-A to S-Z. Possible values fire: F-A to F-Z . Not clear if every IMDG good has an EMS or both for fire and spillage.	
	Additional information	0-1	Text	1-256			
	<b>Ship's Stores</b>	0-n					
	Name of article	0-1	Text	1-35			
	Quantity	0-1	Decimal				
	Location on board	0-1	Text				
	<b>Waste</b>	0-1				To be provided along with group 12	
	Last port delivered	0-1	Text	5	The port is identified by its 5-digit LOCODE		
	Last port delivered date	0-1	Date				
	Waste delivery type	1	Enum		Possible values: "All", "Some" or "None"		
	Accurate and correct details	1	Enum		Yes/ No status code		
	Sufficient onboard capacity	1	Enum		Yes/ No status code		
	<b>Waste disposal information</b>	0-n				To be provided along with group 11	
	Waste type	1	Enum				
	Waste type code	1	Enum		Code as defined in Waste BR		
	Waste type description	0-1	Text	1-256		To be provided depending on Waste type code value	
	Amount to be delivered	1	Decimal			To be provided un cubic meters	
	Maximum dedicated storage capacity	0-1	Decimal			To be provided un cubic meters. Has to be provided if delivering some or no waste.	
	Amount retained on board	0-1	Decimal			To be provided un cubic meters. Has to be provided if delivering some or no waste.	
	Port of delivery of remaining waste	0-1	Text	5	The port is identified by its 5-digit LOCODE	Has to be provided if delivering some or no waste.	
	Estimated amount of waste to be generated	0-1	Decimal			To be provided un cubic meters. Has to be provided if delivering some or no waste.	
	<b>Security</b>	0-1					
	CSO name	1					
	Given name	0-1	Text	0-50			
	Family name	1	Text	0-50			
BR	CSO contact details	1				At least one of "Phone", "Fax" of "Email"	

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
						must be provided	
	Phone	0-1	Text	1-20	with an international prefix code		
	Fax	0-1	Text	1-20	with an international prefix code		
	Email	0-1	Text	0-50			
	Valid ISSC	1	Enum		Yes/ No status code		
	Reason for no valid ISSC	0-1	Text	1-256		To be provided if "Valid ISSC" is "No"	
	ISSC	0-1					
	ISSC Type	1	Enum		Possible values: "Full" or "Interim"		
TECH	ISSC issuer type	0-1	Enum		Possible values: "GVT" or "RSO"		
	ISSC issuer	1	Text	1-256			
	ISSC expiry date	1	Date				
	Approved security plan on board	1	Enum		Yes/ No status code		
	Current ship security level	1	Enum		The security levels according to the ISPS code: "SL1", "SL2" and "SL3"		
	Ship-to-ship activities	0-n					
	Location	1				May be either locode, latitude and longitude, or location name	
	Locode	0-1	Text	5	LOCODE		
	Latitude	0-1	Decimal		minInclusive value="-90" and maxInclusive value="90"	Latitude and Longitude are required if a Locode is not available as when there are ship to ship activities at sea.	
	Longitude	0-1	Decimal		minInclusive value="-180" and maxInclusive value="180"	Latitude and Longitude are required if a Locode is not available as when there are ship to ship activities at sea.	
	Location name	0-1	Text	0-256		Location name is required if a Locode is not available.	
	Date from	1	Date				
	Date to	1	Date				
TECH	Activity	1	Enum		EDIFACT codes (8025)		Changed to EDIFACT code according to COM clarification 02/12/2013
	Security measures	0-1	Text	0-256			
	Security related matter to report	0-1	Text	0-256			
	<b>Number of persons on board</b>	0-1					
	Number of persons on board	1	Int		The value 0 (Zero) is not allowed. Note that the type "INT" prohibits the use of dots and commas		
	Number of passengers	0-1	Int			No to be reported if passenger list is reported	



Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	Number of crew	0-1	Int			No to be reported if crew list is reported	
	Stowaways	1	Enum		Yes/ No status code		
	<b>Passengers</b>	0-n					
	Family name	1	Text	70			
	Given name	1	Text	70			
	Nationality	1	Enum		The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.		
	Date of birth	1	Date				
	Place of birth	1	Text	35			
ADD	Country of birth	1	Enum	35	The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.		
	Nature of identity document	1	Enum		Possible values: "MusterBook", "Passport", "ResidentialPermit", "PictureId", "Other"		
	Number of identity document	1	Text	35			
	Port of embarkation	1	Text	5	The port is identified by its 5-digit LOCODE		
	Port of disembarkation	1	Text	5	The port is identified by its 5-digit LOCODE		
	Transit	1	Enum		Yes/ No status code		
	Visa/Residence Permit number	0-1	Text	35			
	<b>Crew</b>	0-n					
	Family name	1	Text	70			To be also used to report the name of Master
	Given name	1	Text	70			To be also used to report the name of Master
	Duty of crew	1	Enum	??	?? Issue of coding: no standard list		Issue of coding: no existing standard.
	Nationality	1	Enum		The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.		
	Date of birth	1	Date				
	Place of birth	1	Text	35			
ADD	Country of birth	1	Enum	35	The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.		
	Nature of identity document	1	Enum		Possible values: "MusterBook", "Passport", "ResidentialPermit", "PictureId", "Other"		
	Number of identity document	1	Text	35			
	Visa/Residence Permit number	0-1	Text	35			
	<b>Crew's Effects</b>	0-n					
	Crew's effects	0-1	Text	1-512		Linked to Crew list using reference number generated automatically by the NSW	

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
						system.	
	<b>Health</b>	0-1					
	Valid Sanitation Control Exemption or Control Certificate	0-1	Enum		Yes/ No status code		
BR	Place of issue	0-1	Text			To be used if "Valid Sanitation Control Exemption or Control Certificate" is Yes	
BR	Date of Issue	0-1	Date			To be used if "Valid Sanitation Control Exemption or Control Certificate" is Yes	
DEF	Re-inspection required	0-1	Enum		Yes/ No status code		
	Visited infected area	0-1	Enum		Yes/ No status code		
	Port of call in infected area	0-1	Text	5	If No to previous question, provide details The port is identified by its 5-digit LOCODE	To be used if "Visited infected are" is Yes	
	Date of call in infected area	0-1	Date			To be used if "Visited infected are" is Yes	
	Any person died	0-1	Enum		Yes/ No status code		
	Number of deaths	0-1	Int		If Yes to previous question, provide number	To be used if "Any person died" is Yes	
	Disease on board	0-1	Enum		Yes/ No status code		
	Ill persons greater than expected	0-1	Enum		Yes/ No status code		
BR	Number of ill persons	0-1	Int			To be used if "Ill persons greater than expected" is Yes	
	Ill persons now	0-1	Int				
	Medical consulted	0-1	Enum		Yes/ No status code		
	Infection condition on board	0-1	Enum		Yes/ No status code		
NAME	Sanitary measure applied	0-1	Enum		Yes/ No status code		
ADD	Sanitary measure	0-n					
NAME	Type of sanitary measure	0-1	Text			To be used if "Sanitary measure" is Yes	
NAME	Place of sanitary measure	0-1	Text			To be used if "Sanitary measure" is Yes	
NAME	Date of sanitary measure	0-1	Date			To be used if "Sanitary measure" is Yes	
	Location stowaways joined ship	0-1	Text			To be used if "Stowaways" in group "Persons of board" is Yes	
	Sick animal	0-1	Enum		Yes/ No status code		
	<b>Health - MDH Attachment</b>	0-n				Linked to Crew or Passenger list using reference number generated automatically by the NSW system.	
	Gender	0-1	Enum				
	Embarkation date	0-1	Date				
	Illness	0-1	Text				
	Symptoms date	0-1	Date				

Changes from report 1.5:	Group/ Element Name	Occ	Type	Length	Code (if relevant)	Business rules	Notes
	Reported to port medical	0-1	Text				
	State	0-1	Text				
	Case Disposal	0-1	Text				
	Location of evacuation	0-1	Text				
	Treatment	0-1	Text				
	Comments	0-1	Text				
	<b>Remarks</b>	0-1					
	General remarks	0-1	Text				

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## Annex 4: Reference to message standards

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The table below provides the mapping of data elements with the ISO 28005 standard, WCO data model, and SSN.

- Corresponding element from ISO 28005 (ISO/PAS 28005-1),
- Corresponding element from the format used by the IMP Demonstration Project (derived from ISO 28005)
- Corresponding WCO ID or Class,
- Corresponding existing Attribute of SSN PortPlus message,

Group/ Element Name	ISO 28005						WCO Data Model						SafeSeaNet		
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
<b>Ship identification</b>															
Ship name	X	ShipID.ShipName		string			X	T005		an	1-35		Text	0-35	Upon SOLAS, chapter I, part B, regulation 15 "Form Certificates", "the particulars inserted in the certificates shall be in Roman characters and Arabic figures". (From "A" to "Z" and from 0 to 9). Additional characters allowed are dots ".", dashes "-" and single apostrophe "'".
Call sign	X	ShipID.CallSign		token	4-7	at least four characters long and can consist of both letters and numbers	X	Type (253) Identification (240)		an	1-3	EDIFACT codes	Text	0-7	
IMO number	X	ShipID.IMONumber		token	9	string "IMO" followed by the seven-digit IMO number without any embedded separator character	X	T006		an	1-25	ITU Standard or Lloyd's number	Text	7	IMO number – IMO Res A.600 (15)
MMSI number	X	ShipID.MMSINumber		token	9	nine-digit MMSI number without any separator character	X	Type (253) Identification (240)		an	1-3	EDIFACT codes	Text	9	MID according to the ITU regulation. Length of the MMSI number should always be 9
Comment	X	ShipID.Comment		string			-	Not included		-	-	-			
<b>Ship particulars</b>															
Flag state of ship	X	-		token	2	two-letter country code as defined in ISO 3166-1	X	T014		a	2	EDIFACT codes (3207) = ISO 3166-1 2-alpha code	Enum		The Alpha-2 code (two-digits flag code) in accordance with the standard ISO 3166-1.
Certificate of registry - Port Locode	-	-	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	D004		an	1-5	UN/LOCODE			
Location name	-	-													
Certificate of registry - Date	X	CertificateType.IssueDate		date			X	D002		an	1-17	UNTDID 2379 = 304 CCYYMMDDHHMMSSZZZ Z=Time zone.			
Certificate of registry - Number	-	-		-			X	D005		an	1-35				
Inmarsat call number	X	inmarsatCallNumber.Inmarsat		string		Note that one normally needs the extension code related to the area that the ship operates in. This extension code shall not be included in this number. If no number is available, the string should be empty.	X	Type (253) Identification (240)		an	1-3	EDIFACT codes			
Gross tonnage	X	GrossTonnage		decimal			X	132		n	1-14,3				
Net tonnage	X	NetTonnage		decimal			X	133		n	1-14,3				
Ship type	X	ShipTypeContent		token	2-3	codes the ship type according to UNECE R28. The actual codes shall be taken from and constructed according to the above reference. The code is a two- or three-digit number without any inserted space.	X	T010		an	1-4	EDIFACT codes (8179) / UN/Recommendation 28			

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
Name of company	X	Company.Organisation.Name		string			X	Carrier(18A) All relevant data	R011	an	1-70	UNTDID 3035 = CA			
IMO company identification number	X	Company.IMOCompanyId		token			X	Carrier(18A) All relevant data	R012	an	1-17	International codes (e.g. DUNS, EAN) or user codes UNTDID 3035 = CA			
<b>Port call</b>															
Port of call	X	PortOfArrival, PortOfDeparture	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	L006		an	1-17	UN/LOCODE UNTDID 3227 = 153, Port of call. UN/LOCODE (an..5) + user code (an..12), or user code (an..17)	Text	5	The "port of call" attribute must only be the LOCODE of the specific port of call or its dependent port's LOCODE
ETA port of call	X	ETA		dateTime			X	208		an	1-17	UNTDID 2379 = 304 CCYYMMDDHHMMSSZZZ Z=Time zone.	DT		
ETD port of call	X	ETD		dateTime			X	209		an	1-17	UNTDID 2379 = 304 CCYYMMDDHHMMSSZZZ Z=Time zone.	DT		
Position in port of call	-	-					X	L054		an	1-17	UN/LOCODE (an..5) + user codes (an..12) UNTDID 3227 = 253, Conveyance facility location at arrival.	Text	1-15	Any 15 character free text value will be accepted. However M.S are encouraged to utilise a 15 characters (subsidiary) LOCODE identifying the position of a subsidiary location within the port or port approaches
Port facility	X	PortOfArrival.GISISCode		token	4	a four-digit token corresponding to the port facility's code in the IMO GISIS maritime security database	X	L054		an	1-70	IMO ISPS Code for Facility Number (as defined in SOLAS regulation XI-2/13.1.9) Extended UN/LOCODE			
Name of agent	X	Agent.Company		string			X	Agent(05A) All relevant data							
Contact details of agent	X	Agent.contactNumbers		string			X	Agent(05A) All relevant data							
Phone	X	Agent.contactNumbers.BusinessTelephone		string											
Fax	X	Agent.ContactNumbers.Telefax													
Email	X	Agent.ContactNumbers.Email		anyURI											
Purpose of call	X	CallPurpose		token	1-2	The coded value shall be according to the definition in UN Directories definitions UNTDD for code element 8025, conveyance call purpose description code.	X	148		an	1-3	EDIFACT codes (8025)			
Brief description of onboard cargo	X	CargoOverview		string			X	138		an	1-256		Text	0-255	
<b>Pre-arrival 72 hrs notification</b>															
Possible anchorage	-	-											Enum		Indicates whether a ship is expected to stay at an anchorage upon arrival at the Port of Call. Possible values: 'Y': Ship expected to stay at anchorage, 'N' Ship expected in berth
Planned operations	-	-											Text	0-256	
Planned works	-	-											Text	0-256	
Tanker hull configuration	X	DoubleBottomContent	Need to add value "SingleHullSegregatedBallastTank"										Enum		Possible values: SHT - indicating a single hull tanker; SHT-SBT - indicating

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
															a single hull with segregated ballast tanks (SBT); DHT - indicating a double hull tanker
Volume and nature of cargo	-	-											Text	0-256	
Condition of cargo and ballast tanks	-	-											Text	0-256	
<b>Arrival</b>															
ATA port of call	X	ATA		dateTime			X	208		an	1-17	Same as ETA but for different Declaration Type			
Anchorage	-	-													
<b>Departure</b>															
ATD port of call	X	ATD		dateTime			X	209		an	1-17	Same as ETD but for different Declaration Type			
<b>Voyage</b>															
Voyage Number	X	VoyageNumber													
Next port	X	NextPortOfCall	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	Itinerary(81A) All relevant data					Text	0-5	The port is identified by its 5-digit LOCODE
ETA to next port	-	-		dateTime			X	Itinerary(81A) All relevant data					DT		
Last port	X	LastPortOfCall	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	Itinerary(81A) All relevant data					Text	0-5	The port is identified by its 5-digit LOCODE
ETD from last port	-	-													
Itinerary of cruise ship	-	-		-			X	Itinerary(81A) All relevant data							
Port	-	-		-			X	Itinerary(81A) All relevant data							
Expected date and time of arrival	-	-		-			X	Itinerary(81A) All relevant data							
Last calls at port facilities	X	PortCalls					X	Itinerary(81A) All relevant data							
Port	X	PortCalls.PortCall.Port	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	?								
Port facility	X	PortCalls.PortCall.Port.GISISCode		token	4	a four-digit token corresponding to the port facility's code in the IMO GISIS maritime security database	?								
Date of arrival	X	PortCalls.PortCall.ToDateTIme	Should not be mandatory	dateTime			X	208		an	1-17	UNTDID 2379 = 304 CCYYMMDDHHMMSSZZZ Z=Time zone.			
Date of departure	X	PortCalls.PortCall.FromDateTIme	Should not be mandatory	dateTime			X	209		an	1-17	UNTDID 2379 = 304 CCYYMMDDHHMMSSZZZ Z=Time zone.			
Security level	X	PortCalls.PortCall.PortSecurityLevel	Should not be mandatory	token		the security levels according to the ISPS code: "SL0", "SL1", "SL2" and "SL3"	X	302		an	1-3	Authorized codes			

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
Special or additional security measures	X	PortCalls.PortCall.AdditionalSecurityMeasures		string		If none, this field should be left out or be empty.	-	DMR needed							
<b>Dangerous and polluting goods</b>															
INF ship class	X	INFClassContent		token		The codes correspond to the INF classifications are "INF0", "INF1", "INF2" and "INF3". INF0, if used, means that the ship is not certified to carry this type of cargo.	-	DMR needed		-	-	-	Enum		Code for the license of the vessel according to the INF Code. Possible values: "INF1", "INF2" and "INF3"
Confirm DPG list on board	-	-		-			-	Not included		-	-	-			
DPG contact details	-	-		string			X	R047 ?		an	1-70	UNTDID 3035 = PK, Contact party	***		Cargo Information ContactDetails
Given name	-	-		string											
Family name	-	-													
Location	-	-													
Phone	-	-													
Fax	-	-		string											
Email	-	-		anyURI											
<b>Consignment</b>															
Port of loading	X	CargoData.CargoItem.SpecialCargoDetails.PortOfLoading	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	L010		an	1-17	UN/LOCODE (an..5) + user codes (an..12) UNTDID 3227 = 9, Place of loading.			
Port of discharge	X	CargoData.CargoItem.PortOfDischarge	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	L013		an	1-17	UN/LOCODE (an..5) + user codes (an..12) UNTDID 3227 = 11, Place of discharge			
Transport document ID	X	CargoData.CargoItem.TransportDocumentId		string			X	Identification (D023) UID 1188		an	1-35				
								Type (D024)		an	1-3	EDIFACT codes (1001) or National code			
<b>Cargo item</b>															
Number of Packages	X	CargoData.CargoItem.NoOfPackages		int			X	144 UID 6061		n	1-8				
Package type	X	CargoData.CargoItem.PackageType		token	2	two-letter alphabetic code of annex V of UNECE R21	X	141 UID 7065		an	1-2	EDIFACT codes (7065) = UN/ECE Recommendation 21 Annex VI			
Gross quantity	X	CargoData.CargoItem.GrossQuantity	MeasureType / Content	decimal			X	126		n	1-16,6		Text	1-18	
			MeasureType / UnitCode	token		the unit code as defined in UNECE R20									
Net quantity	X	CargoData.CargoItem.NetQuantity	MeasureType / Content	decimal			X	128		n	1-16,6		Text	1-18	
			MeasureType / UnitCode	token		the unit code as defined in UNECE R20									
Stowage position	X	CargoData.CargoItem.SpecialCargoDetails.OnBoardLocation		string		string with one upper case letter specifying the type of location code, a colon (:) and then the actual location code. The following clauses specify the type of coding, the coding letter and the format of the code. (see page 21 of ISO 28005-2)	X	Stowposition (15B) UID 8044 + 8045	L016	an	1..25		Text	1-25	
Transport Unit ID	X	CargoData.CargoItem.Mark		string		For containers, this shall be	X	142		an	1-512	UN/ECE Recommendation			



Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
		sAndNumber				the identification code as defined in ISO 6346.						15			
<b>Cargo item - Cargo details</b>															
Description of goods	X	CargoData.Cargoltem.GoodsType.Description		string			X	Cargo description (138)		an	1-256				
HS Code	X	CargoData.Cargoltem.GoodsType.HSCode		token		HSCoDe is a WCO Harmonized System (WCO HS) compliant code. This standard requires the use of a period (.) between the four first digits (heading) and the next two digits (sub-heading). Additional code digits may be added after the sub-heading after a new period (.). The sub-heading and associated period is optional. Thus, the codes "3913" (Natural polymers), "3913.10" (Alginic acid, its salts and esters) and "3913.10.10" (Sodium alginate) are all legal codes.	X	Classification (21A)							
							X	Identification type (337)		an	1-3	EDIFACT codes (7143)			
							X	Identification (145)		an	1-18	First 6 digits must be the HS code			
Measurement	X	CargoData.Cargoltem.Measurements		string			-			-	-	-			
<b>Cargo item - DPG details</b>															
Textual reference	X	CargoData.Cargoltem.SpecialCargoDetails.DGSafetyDataSheet.ProperShippingName		string			X	138		an	1-256		Text	1-35	
DG classification	-	-		-			X	337		an	1-3	EDIFACT codes (7143)	Enum		Values: "IMDG", "IGC", "IBC", "MARPOL_ANNEX1", "IMSBC"
IMO hazard class	X	CargoData.Cargoltem.SpecialCargoDetails.DGSafetyDataSheet.UNClass		token		The enumeration contains the UN Hazard classes as defined in IMDG. The format of the string shall be exactly as defined in the IMDG Code, without the explanatory text. If the material does not have a hazard class, the tag shall be empty.	X	Identification Type (337) + 145 UID 7143 + 7357 or UID 8351		an	1-3	EDIFACT codes (7143) an..3 + an..18	Text	1-7	
								Identification (145)		an	1-18	First 6 digits must be the HS code			
UN number	X	CargoData.Cargoltem.SpecialCargoDetails.DGSafetyDataSheet.UNNumber		token	6	four-digit number prefixed with "UN", e.g., "UN1163". The leading UN shall be included in the token. If the material does not have a UN code, the tag shall be empty.	X	Identification Type (337) UID 7124		an	1-3	EDIFACT codes (7143)	Text	4	
								Identification (145)		an	1-18	First 6 digits must be the HS code			
Packing group	X	CargoData.Cargoltem.SpecialCargoDetails.DGSafetyDataSheet.PackingGroup		token		code as appropriate and as defined in IMDG: "I", "II", "III" and "None"	X	Identification Type (337) + Identification (145)	341	an	1-3	EDIFACT codes (7233)			
Subsidiary risks	X	CargoData.Cargoltem.SpecialCargoDetails.DGSafetyDataSheet.SubsidiaryRisks					X	Identification Type (337) UID 7176		an	1-3	EDIFACT codes (7143)			
								Identification (145)		an	1-18	First 6 digits must be the HS code			
Flashpoint	X	CargoData.Cargoltem.Speci		decimal			X	388		an	1-8				

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
		alCargoDetails.DGSafetyDataSheet.FlashPoint						UID 8339	n	1..4					
MARPOL pollution code	X	CargoData.CargoItem.SpecialCargoDetails.DGSafetyDataSheet.MARPOLPollutionCode		token		The code values are those defined in MARPOL, Annex II: "X", "Y", "Z" and "OS"	X	Identification Type (337) WCO 388 UID 7088	an	1-3 1.8	EDIFACT codes (7143)				
								Identification (145)	an	1-18	First 6 digits must be the HS code				
EmS	X	CargoData.CargoItem.SpecialCargoDetails.DGSafetyDataSheet.EmergencyInstruction		string			X	Identification Type (337)	an	1-3	EDIFACT codes (7143)				
								Identification (145)	an	1-18	First 6 digits must be the HS code				
Additional information	X	CargoData.CargoItem.SpecialCargoDetails.Comment													
<b>Ship's Stores</b>															
Name of article	X	ShipStore.StoreItem.Description		string			X		258	an	1-35				
									335	an	1-3	EDIFACT codes (7081)			
Quantity	X	ShipStore.StoreItem.Measurement	MeasureType / Content	decimal			X		130	n	1-16,6				
			MeasureType / UnitCode	token		the unit code as defined in UNECE R20									
Location on board	X	ShipStore.StoreItem.LocationOfStorage		string			X		L016						
<b>Waste</b>															
								Waste declaration not included							
Last port delivered	X	WasteInformation.LastPortDelivered	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	-		-	-	-				
Last port delivered date	X	WasteInformation.LastPortDeliveredDate		date			X	WCO 028 UID 2491							
Waste delivery type	X	WasteInformation.WasteDeliveryStatus		token		Possible values: "All", "Some" or "None"	-		-	-	-				
Accurate and correct details	-	-		-			-		-	-	-				
Sufficient onboard capacity	-	-		-			-		-	-	-				
<b>Waste disposal information</b>															
								Waste declaration not included							
Waste type	X	WasteInformation.wasteDisposalInformation.WasteType		token		The code shall be the one defined in Annex D.	-		-	-	-				
Waste type code	X	WasteInformation.wasteDisposalInformation.WasteType.Code		token		The code shall be the one defined in Annex D.	-		-	-	-				
Waste type description		WasteInformation.wasteDisposalInformation.WasteType.Description		string		In addition, the proper shipping name is required for codes 504 (cargo residues) and all types of waste in category 2 (NLS). Otherwise, the text description of waste is optional.									
Amount to be delivered	X	WasteInformation.wasteDisposalInformation.ToBeDelivered		decimal			-		-	-	-				
Maximum dedicated storage capacity	X	WasteInformation.wasteDisposalInformation.MaxStorage		decimal			-		-	-	-				

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
Amount retained on board	X	WasteInformation.wasteDisposalInformation.RetainedOnBoard		decimal			-			-	-	-			
Port of delivery of remaining waste	X	WasteInformation.wasteDisposalInformation.DisposedOfInPort	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	-			-	-	-			
Estimated amount of waste to be generated	X	WasteInformation.wasteDisposalInformation.EstimateGenerated		decimal			-			-	-	-			
<b>Security</b>															
CSO name	-	-		-			X	CompanySecurityOfficer(26 A) All relevant data							
Given name	-	-													
Family name	-	-													
CSO contact details	-	-		-			X	CompanySecurityOfficer(26 A) All relevant data							
Phone	-	-													
Fax	-	-													
Email	-	-													
Valid ISSC	-	-		-			-	Not included		-	-	-			
Reason for no valid ISSC	-	-		-			-	Not included		-	-	-			
ISSC	X	ISSCertificate													
ISSC Type	X	ISSCertificate.CertificateStatus	Issue: no "Full" or "Interim" values	token		Possible values: "Approved", "Intermediate", "USCGApproved", "Exemption", "Other"	-	Not included		-	-	-			
ISSC issuer type	X	ISSCertificate.IssuerType		token		Possible values: "Flag", "Class", "RO", "RSO", "Other"	-	Not included		-	-	-			
ISSC issuer	X	ISSCertificate.Issuer		string			X	WCO 246 UID 3412		an	1..70				
ISSC expiry date	X	ISSCertificate.ExpiryDate		date			X	WCO 028 UID 2491				General format for the date of WCO			
Approved security plan on board	X	HasSecurityPlan		boolean		True if the ship has a security plan, False if the ship does not have a security plan.	-	Not included		-	-	-			
Current ship security level	X	CurrentShipSecurityLevel		token		the security levels according to the ISPS code: "SL0", "SL1", "SL2" and "SL3"	X	302		an	1-3	Authorized codes			
Ship-to-ship activities	X	ShipToShipActivityList					X								
Location	X	ShipToShipActivityList.ShipToShipActivity.Location					-	Not included		-	-	-			
Locode	X	ShipToShipActivityList.ShipToShipActivity.Location.Position.Port	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.									
Latitude	X	ShipToShipActivityList.ShipToShipActivity.Location.Position.Latitude		decimal		minInclusive value="-90" and maxInclusive value="90"									
Longitude	X	ShipToShipActivityList.ShipToShipActivity.Location.Position.Longitude		decimal		minInclusive value="-180" and maxInclusive value="180"									
Location name	X	ShipToShipActivityList.ShipToShipActivity.Location.Port.Name													

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
Date from	X	ShipToShipActivityList.ShipToShipActivity.FromDateTime		dateTime			X	434		?					
Date to	X	ShipToShipActivityList.ShipToShipActivity.ToDateTime		dateTime			X	435		?					
Activity	X	ShipToShipActivityList.ShipToShipActivity.Activity		string			X	364		?					
Security measures	X	ShipToShipActivityList.ShipToShipActivity.AdditionalSecurityMeasures		string		shall be omitted or be empty if no special measures applied	-	Not included		-	-	-			
Security related matter to report	-	-		-			-	Not included		-	-	-			
<b>Number of persons on board</b>															
Number of persons on board	-	-					X	WCO 140 UID 7056		n	1-4	In combination with WCO 458 which is "Person Type", coded	Int		The value 0 (Zero) is not allowed. Note that the type "INT" prohibits the use of dots and commas
Number of passengers	X	PersonsOnBoard.Passengers					X	WCO 458+489 or UID 7056	140	n	1-4				
Number of crew	X	PersonsOnBoard.Crew					X	WCO 458+489 or UID 6106	119	n	1-4				
Stowaways	-	-		-			-			-	-	-			
<b>Passengers</b>															
Family name	X	PassengerList.PassengerData.Name.FamilyName		string			X	421		an	1..70				
Given name	X	PassengerList.PassengerData.Name.GivenName		string			X	422		an	1..70				
Nationality	X	PassengerList.PassengerData.Nationality		token	2	two-letter country code as defined in ISO 3166-1	X	424		an	1..3				
Date of birth	X	PassengerList.PassengerData.DateOfBirth		date			X	425 UID 2491		an	1..17				
Place of birth	X	PassengerList.PassengerData.PlaceOfBirth		string			X	426 UID 3486		an	an..35				
Country of birth	X	PassengerList.PassengerData.CountryOfBirth		string			X	426 UID 3486		an	an..35				
Nature of identity document	X	PassengerList.PassengerData.PassengerIdDocument.IdDocument		token		Possible values: "MusterBook", "Passport", "ResidentialPermit", "PictureId", "Other"	X	D037		an	1..3	EDIFACT code (1001) or User Codes			
Number of identity document	X	PassengerList.PassengerData.PassengerIdDocument.Number		string			X	D035		an	1..35				
Port of embarkation	X	PassengerList.PassengerData.EmbarkationPort	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	L093		an	1..17	UNLOCODE (an..5) + User code (an..12)			
Port of disembarkation	X	PassengerList.PassengerData.De embarkationPort	CountryCode + UNLoCode	token	2+3	two-letter country code as defined in ISO 3166-1 + three-letter location code as defined in UNECE R16. The location code (lower case) "xxx" is reserved for an unknown location code.	X	L091		an	1..17	UNLOCODE (an..5) + User code (an..12)			
Transit	X	PassengerList.PassengerData.Transit		boolean		Shall be true if the passenger is a transit passenger in this port call, i.e., if the passenger enters the ship again before departure.	X		431	?					

Group/ Element Name	ISO 28005						WCO Data Model					SafeSeaNet			
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
Visa/Residence Permit number	-	-		-			X	D035 UID 1194		an	1..35				
<b>Crew</b>															
Family name	X	CrewList.CrewMemberData.Name.FamilyName		string			X	421		an	1..70				
Given name	X	CrewList.CrewMemberData.Name.GivenName		string			X	422		an	1..70				
Duty of crew	X	CrewList.CrewMemberData.Duty		token		A list of onboard duty codes is defined in Annex C of ISO 28005-2	X	423		an	1..70				
Nationality	X	CrewList.CrewMemberData.Nationality		token	2	two-letter country code as defined in ISO 3166-1	X	424		an	1..3				
Date of birth	X	CrewList.CrewMemberData.DateOfBirth		date			X	425		an	1..17				
Place of birth	X	CrewList.CrewMemberData.PlaceOfBirth		string			X	426		an	an..35				
Country of birth	X	CrewList.PassengerData.CountryOfBirth		string			X	426 UID 3486		an	an..35				
Nature of identity document	X	CrewList.CrewMemberData.CrewIdDocument.IdDocument		token		Possible values: "MusterBook", "Passport", "ResidentialPermit", "PictureId", "Other"	X	D037		an	1..3	EDIFACT code (1001) or User Codes			
Number of identity document	X	CrewList.CrewMemberData.CrewIdDocument.Number		string			X	D035		an	1..35				
Visa/Residence Permit number	-	-		-			X	D035 UID 1194		an	1..35				
<b>Crew's Effects</b>															
Crew's effects	X	DutiableCrewEffects.CrewEffectItem.EffectDescription		string			X		418	?					
									419	?					
									420	?					
<b>Health</b>															
Valid Sanitation Control Exemption or Control Certificate	-	-	Not included	-			-	Not included							
Place of issue	-	-		-			-			-	-	-			
Date of Issue	-	-		-			-			-	-	-			
Re-inspection required	-	-		-			-			-	-	-			
Visited infected area	-	-		-			-			-	-	-			
Port of call in infected area	-	-		-			-			-	-	-			
Date of call in infected area	-	-		-			-			-	-	-			
Any person died	-	-		-			-			-	-	-			
Number of deaths	-	-		-			-			-	-	-			
Disease on board	-	-		-			-			-	-	-			
Ill persons greater than expected	-	-		-			-			-	-	-			
Number of ill persons	-	-		-			-			-	-	-			
Ill persons now	-	-		-			-			-	-	-			
Medical consulted	-	-		-			-			-	-	-			
Infection condition on board	-	-		-			-			-	-	-			
Sanitary measure applied	-	-		-			-			-	-	-			
Sanitary measure	-	-		-			-			-	-	-			
Type of sanitary measure	-	-		-			-			-	-	-			
Place of sanitary measure	-	-		-			-			-	-	-			
Date of sanitary measure	-	-		-			-			-	-	-			
Location stowaways joined	-	-		-			-			-	-	-			

Group/ Element Name	ISO 28005						WCO Data Model						SafeSeaNet		
	In ISO 28005	Corresponding element of EPCRequestBody from ISO/PAS 28005-1	Comments	Type	Length	Code (if relevant)	WCO Data Model	WCO ID or CLASS (Netherlands)	WCO ID (FAL 38/INF3 when different from NL)	Type	Length	Code (if relevant)	Type	Length	Code (if relevant)
ship															
Sick animal	-	-		-			-			-	-	-			
<b>Health - MDH Attachment</b>								Not included							
Gender	-	-		-			X	427		an	1..3	-			
Embarkation date	-	-													
Illness	-	-		-			-			-	-	-			
Symptoms date	-	-		-			-			-	-	-			
Reported to port medical	-	-		-			-			-	-	-			
State	-	-		-			-			-	-	-			
Case Disposal	-	-		-			-			-	-	-			
Location of evacuation	-	-													
Treatment	-	-		-			-			-	-	-			
Comments	-	-		-			-			-	-	-			
<b>Remarks</b>															
General remarks	X	EPCcomment		-			X	225		an	1-512				

## Annex 5: Additional data elements for information

1. The table below identifies some data elements not included in the reporting formalities of parts A and B of the annex of Directive 2010/65/EU, which can be considered by MS under part C "Any relevant national legislation".

Subject Group	Name	Definition
<b>1. Ship identification</b>	ENI number	Unique identifier for ships navigating on inland European waters
<b>2. Ship particulars</b>	Tonnage (inland navigation vessel)	
<b>9. Dangerous and polluting cargo items</b>	Cargo volume per DPG item	Measurement normally arrived at by multiplying the maximum length, width and height of pieces of package or transport equipment for each DG item This information is normally used by declaring liquid cargo in portable tanks (IMDG)
<b>14. Number of persons on board</b>	Number of Stowaways	Total number of Stowaways on board (if known)
<b>15. Passengers</b> <b>16. Crew</b>	Gender	Gender: M, F, X

2. The table below identifies the data elements from Directive 2009/16/EC on port State control which can be considered by MS under part C "Any relevant national legislation".

<b>4. Pre-arrival 72 hrs notification</b>	Possible anchorage	whether ship is bound for an anchorage
	Planned operations	Planned operations at the port of call or anchorage of destination (loading, unloading, other)
	Planned works	Planned statutory survey inspection and substantial maintenance and repair work to be carried out whilst in the port of destination
	Tanker hull configuration	Configuration: single hull, single hull with SBT, double hull
	Volume and nature of cargo	volume and nature of the cargo on board the tanker
	Condition of cargo and ballast tanks	Condition of the cargo and ballast tanks: full, empty, inerted
<b>5. Arrival</b>	ATA port of call	Actual time that ship arrived at port of call or anchorage
	Anchorage	Whether arrival is at an anchorage
<b>6. Departure</b>	ATD port of call	Actual time that ship departed from port of call or anchorage

### 3. Port Call Unique Identifier

The Harmonised Business Rule on the Data Providing Process states that "It is essential for the NSW system to link the whole information flow to a single ship call in a port. Information, in respect of a ship port call, should be associated to a unique identifier which shall be guaranteed by the NSW." In a web interface the unique identifier is generated by the NSW and requires no input by the reporting party. In a system-to-system interface the unique identifier is issued by the NSW and additional notifications for that port call must quote the same unique identifier. This unique identifier may be referred to differently in the different NSWs and will depend on the messaging

system used in the implementation of the NSW, for example, it is referred to as the 'VISITID' in the AnNa project and 'Journal Number' in ISO 28005 EPC.