Captain
Christian E. Rørbeck

I do not speak for A.P. Møller-Mærsk nor the Danish Maritime Authorities.
I am here as the “hands on” expert…
Captain Rørbeck – CV info

- Been with A.P. Moller-Maersk for 27 years
- Been Captain for 9 years
- Sailed 1,426,513 Nautical miles
66 times around the Globe

Picture: Apollo17 - Dec 7th 1972
3,5 times to the moon and back...
Captain Rørbeck – CV info

Portcalls:

- 938 calls – 451 as Master
- To 113 different ports – 55 as Master
- In 38 different countries – 28 as Master
“Desiring to facilitate maritime traffic by simplifying and reducing to an minimum the formalities, documentary requirements and procedures on the arrival, stay and departure of ships engaged in international voyages.”
A Captains administrative burdens

Specially related to Port Documents
Port vs Pre-arrival documents

In the following I will talk about Port Documents and Pre-arrival documents.

- Port documents are handed over on arrival
- Pre-arrival documents are sent in advance

Pre-Arrival documents very often have different deadlines for submitting; 72-48-24 hrs prior arrival...
Port vs Pre-arrival documents

- Port documents are in most ports handed over to the Agent.
  In some ports, the various authorities attend to collect – typically Immigration, Customs & Health (Quarantine).

- Pre-arrival documents are sent to various entities at given time limits prior arrival.
Port documents

All Port documents are of course to be signed and stamped with vessels stamp...

Without the *Ships Stamp*, the shipping world would stop...
Port Documents

- Crew lists
- "Passenger" lists (spouses & children)
- Crew Effects declarations
- Bonded Stores & Provisions
- Ship’s Stores
- Vaccination lists
- Port of call lists
- WHO health declarations
- Special local declarations
- Many others
Ports selected

- Zeebrugge
- Gdansk
- Aarhus
- Rotterdam
- Southampton
- Tangier Med
- Suez Canal Transit
Ports selected

- Yokohama
- Singapore
- Ningbo
- Busan
- Vostochniy
- Arica
- Balboa
- Lazaro Cardenas
- Los Angeles
- Vancouver
These ports have not been selected to single any one out.

Just ports I have been in – some of them many times…
Pre-Arrival documents

Many ports have requirements for various pre-arrival information to be sent.

For some ports, our Agents handle the reporting – for other ports the Master communicates directly to the Authorities.

Following is a list of documents required by the selected ports around the world.
Zeebrugge

- Arrival Crew and Passenger lists
- Departure Crew and Passenger lists
- Crew and Passenger effects declarations
- Stores list (Bonded & provisions)
- IMDG Information
- Waste declaration

- all documents to Agent – 48hrs in advance
Gdansk

- Various certificates
- Crew change information
- Crew & passenger lists
- Port of Call list
- IMDG for Gdansk discharge
- IMDG in transit
- Waste declaration
  - all documents to Agent – some 48hrs some 24 hrs in advance
Aarhus

• Arrival Crew & Passenger lists to Police (48h)
• Departure Crew & Passenger lists to Police (48h)
• Arrival Crew & Passenger lists to Port (48h)
• Crew change information to Port (48h)
• List of visitors and suppliers to Port (48h)
• Waste declaration to Agents (48h)
Rotterdam

- Arrival crew & passenger lists to Immigration
- Departure crew & passenger lists to Immigration
- Crew & passenger lists to Terminal gate (24h)
- Waste declaration to Agents (24h)
Southampton

- Waste declaration to Agents (24h)
- Special ISPS to Agents (24h)
Tangier Med

- Crewlist
- Dangerous cargo declaration
- Dangerous cargo manifests
- Inward declaration
- Ship information
- Waste declaration

- all documents to Agent (48h)
Suez Transit

- 96 – 48 – 24 hour arrival notice to Suez Canal
- Report to Gulf of Suez VTS Authorities (24h)
- Crewlist to Agents (48h)
- Certificate of Registry to Agents (48h)
- 6 different Suez Canal Forms to Agents (48h)
Yokohama

- RPM message to Agents (36h)
- Crew lists to Agents (9days)
Singapore

- Arrival Notice to Port Master (24h)
- Crew list to Agents (96h)
- ePans to Authorities (48h)
  (A xml-file with security, arrival, crew and other info)
Lazaro Cardenas

- Crew list (new special Mexican)
- IMO Crewlist – arrival
- IMO Crewlist - departure
- WHO health declaration
- Port of call list
- Vaccination list
- NIL List
- Crew effects declaration
- Stores list

- all documents to Agent – 72hrs in advance

All signed and stamped. Takes approx 10 minutes of satellite time to email
Los Angeles

- Crew list to Agents (5 days)
- e-NOA to US Authorities (96h)
- Ballast Water reporting form to US Authorities
- e-NOA departure to US Authorities (1h)
(A file with vessel, crew and voyage info)

- Arrival info to Plead Control
Vostochniy

- Crew list
- General declaration
- Cargo declaration
- Master’s Obligation
- Ships stores – (Fuel, Lube & water)
- Ships Stores (Bonded & Provisions)
- Crew money declaration
- Vessels money declaration
- Narcotics list
- Crew Effects declaration

- all documents to Agent (96h)
Busan

- Crew list
- Nil-List
- Port of call list
- 4 certificates

- all documents to Agent (48h)
From time to time, Agents will however request a lot of extra information – just for their files – some of it quite strange...
Arica

- Crew list to Agents (48h)
- Port of call list to Agents (48h)
- Sailing plan arrival/departure to Authorities (1h)
Balboa

- **Myedcs-file to Agents (96h)**
  
  (A file with arrival, security, cargo and crew information)
Vancouver

- Crew list to Agents (7 days)
- Passenger list to Agents (7 days)
- Ballast Report Agents (24h)
- PAIR to Authorities (96h)

(A mail with security, arrival and cargo info)
Port Documents

Each port has its own requirements regarding paperwork to be submitted on arrival – even if some of them have been sent electronically in advance.

Following is a list of this for the same ports just presented.
4 Arrival Crew lists
3 Departure Crew lists
2 Crew effects declarations
4 Passenger arrival lists (if pax)
3 Passenger departure lists (if pax)
2 Passenger effects declarations (if pax)
2 Stores lists (bonded and provision)

- Should be noted that all of these were sent by mail before arrival...
Gdansk

- 4 Arrival Crew lists
- 1 Crew effects declarations
- 4 Passenger arrival lists (if pax)
- 1 Passenger effects declarations (if pax)
- 1 Stores list (Bonded and Provision)
- 1 Stores list (Deck & Engine)
- Ship Currency declaration – in POLISH
- 1 Arrival Crew list
- 1 Departure Crew list
- 1 Crew effects declarations
- 1 Passenger arrival list (if pax)
- 1 Passenger departure list (if pax)
- 1 Passenger effects declarations (if pax)
- 1 Stores list (Bonded and Provision)
- Port of call list
Rotterdam

- 5 Arrival Crew list
- 2 Departure Crew list
- 2 Crew effects declarations
- 5 Passenger arrival list (if pax)
- 2 Passenger departure list (if pax)
- 2 Passenger effects declarations (if pax)
- Narcotics declaration (medicine)
- Dutch stores list (partly in Dutch)
Southampton

- **5** Arrival Crew list – special British version
- **1** Departure Crew list – special British version
- **2** Crew effects declarations – special British version
- **4** Passenger arrival list (if pax)
- **2** Passenger departure list (if pax)
- **2** Passenger effects declarations (if pax)
- **4** General declaration – special British version
- **3** Stores declarations – special British version
Tangier Med

- 5 Arrival Crew list
- 5 Departure Crew list
- 1 Crew effects declarations
- 1 Stores list
- 1 WHO Health declaration
- 4 Nil-lists
Suez Transit

- 7 Arrival Crew list
- 2 Departure Crew list
- 4 Port of call lists
- 1 WHO health declaration
- 2 NIL-lists
- 1 Vaccination list
- 13 Special Suez Canal forms
Here you actually try your utmost **NOT** to have any contact with shore, but you still have to do the paperwork...
Yokohama

- 3 Arrival Crew lists
- 3 Port of call list
- 3 Departure Crew lists (if crewchange)
- 3 Passenger arrival lists (if pax)
- 3 Passenger departure lists (if pax)
Singapore

- 2 Arrival Crew lists – special Singapore version
- 2 Crew effects declarations
- 2 Departure Crew lists (if crewchange)
- 2 Passenger arrival lists (if pax)
- 2 Passenger departure lists (if pax)
- 2 Stores list (Bonded and Provision)
- 2 Stores list (Deck & Engine)
Lazaro Cardenas

- 2 Crew list - new special Mexican version
- 2 IMO Crewlist – arrival
- 2 IMO Crewlist - departure
- 2 WHO health declaration
- 2 Port of call list
- 2 Vaccination list
- 2 NIL List
- 2 Crew effects declaration
- 2 Stores list
- 1 Copy of pilot card used on arrival (?)

- All of these were sent by mail before arrival...
Los Angeles

- 4 Arrival Crew lists
- 4 Departure Crew lists
- 3 Crew effects declarations
- 1 Luggage declaration for offsigners
- Landing permits
- Special form for offsigners
- 3 Stores lists
- 1 Special passenger list
  - All of these are special US forms
Vostochniy

- 7 Arrival Crew lists
- 2 Crew effects declarations
- 3 Stores lists (Deck & Engine)
- 3 Stores lists (Provision & bonded)
- 2 Narcotics list
- 2 Declaration of Crewmembers cash
- 2 Declaration of Vessels cash
- 1 General declaration – Russian version
- 1 Application on arrival – special Russian form
- 1 Bayplan – all pages
- 1 Port of call list
- 1 WHO health declarations
- 1 General declaration – special Russian form
Vostochniy

- Departure

- 2 Departure Crew list
- 1 Crew effects declarations
- 1 Narcotics list
- 1 Declaration of Vessels cash
- 1 Application on departure – special Russian form
- 1 Stability calculations
- 1 Bayplan – all pages
- 1 Loading plan
- 1 Stores lists (Deck & Engine)
- 1 Stores lists (Provision & bonded)
On top of this:

- spend approx 4 hours with Immigration and Customs for arrival and departure formalities,

- sign approx 200 extra signatures on various documents and plans....
Busan

- 2 Arrival Crew lists – special Korean
- 2 Crew effects declarations
- 2 Port of call lists
- 2 WHO health declarations
- 2 Stores lists (provision)
- 2 Stores lists (Deck & engine)
Ningbo

- **6** Arrival Crew lists
- **3** Crew effects declarations
- **2** Port of call lists
- **3** Stores lists (provision)
- **1** Vaccination list
- **1** Ships Particulars – Special Chinese form
- **1** List of Crew’s body temperature
Arica

- 6 Arrival Crew lists
- 4 Crew effects declarations
- Health Declaration – special Chile form
- 6 Passenger lists (if pax)
- 4 Port of Call lists
- 4 Stores lists (Provision)
- 4 Stores lists (Deck & Engine)
- 1 NIL-List
- 1 Port of Call – covering last TWO years
- 4 Vaccination lists
Balboa

- **8** Arrival Crew lists
- **1** Crew effects declarations
- **2** Departure Crew lists (if crewchange)
- **3** Stores list (Bonded and Provision)
- **5** Port of call lists
- **2** WHO health declarations
- **2** Vaccination lists
- **1** Narcotics list
- **2** NIL-Lists
- **6** special Panama documents
- Various certificate copies
Vancouver

- 3 Arrival Crew lists
- 3 Crew effects declarations – special Canadian
- 3 Departure Crew lists (if crew change)
- 3 Passenger list arrival (if pax)
- 3 Passenger list departure (if pax)
- 3 Narcotics list
- 3 Canadian stores list - special Canadian
<table>
<thead>
<tr>
<th>Name of Article / Nom de l'article</th>
<th>Quantity / Quantité</th>
<th>Provision rooms / Lieux d'entreposage</th>
</tr>
</thead>
<tbody>
<tr>
<td>All meats except cooked canned meat</td>
<td>kgs</td>
<td>Stores / Provision rooms</td>
</tr>
<tr>
<td>Toute viande sauf la viande cuite en conserve</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cigarettes / Cigarettes</td>
<td>pcs</td>
<td></td>
</tr>
<tr>
<td>Cigars / Cigares</td>
<td>grms</td>
<td></td>
</tr>
<tr>
<td>Spirits / Spiritueux</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Champagne et vins en bouteilles</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Wine in tanks or barrels / Vin en tonneaux ou réservoirs</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Beer and ale</td>
<td>bts</td>
<td></td>
</tr>
<tr>
<td>Live animals</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Narcotics and Drugs / Stupéfiants et drogues</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Explosives</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Armes à feu / Pornography</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pornographie</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cheese</td>
<td>lbs</td>
<td></td>
</tr>
<tr>
<td>Coffee</td>
<td>lbs</td>
<td></td>
</tr>
<tr>
<td>Dairy</td>
<td>lbs</td>
<td></td>
</tr>
</tbody>
</table>
Waste reporting

Many ports have their own Waste declaration forms – very often in their own language, not always perfectly translated.

15 out of 16 European ports have their own form....
Many ports have their own ISPS form. It may not even be the same in the same country.

Just heard Belgium have made a new form according to an EEC reporting directive...
**SHIP PRE-ARRIVAL SECURITY INFORMATION FORM FOR ALL SHIPS PRIOR TO ENTRY INTO THE PORT OF AN EU MEMBER STATE**


E-mail or fax this document to: [ipsbelgium.reg9@minfin.fed.be](mailto:ipsbelgium.reg9@minfin.fed.be) - Fax: +32 257 96 883

<table>
<thead>
<tr>
<th>Particulars of the ship and contact details</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>IMO number</td>
<td>Name of ship</td>
</tr>
<tr>
<td>Port of registry</td>
<td>Flag State</td>
</tr>
<tr>
<td>Type of ship</td>
<td>Call sign</td>
</tr>
<tr>
<td>Gross tonnage</td>
<td>Inmarsat call numbers (if available)</td>
</tr>
<tr>
<td>Name of company and company identification number</td>
<td>CSO name and 24 hour contact details</td>
</tr>
<tr>
<td>Port of arrival</td>
<td>Port facility of arrival (if known)</td>
</tr>
</tbody>
</table>
Crewlists

I know about following special crewlists:

- IMO crewlist
- Hong Kong, China
- Malaysian
- USA
- Singapore
- Korean
- English
- Panama
- Australian
- New Zealand
- Brazilian
- Mexican
- Nansha (PRC)
Crewlists

Some ports have special requirements to the format of the crewlists.

Crewlists are normally given as:

Surname, Given name

- Just as on an airline ticket...
Crewlists

Some ports do not allow the comma, as this is not in the passport...

So

Rørbeck, Christian E.

Becomes

Rørbeck Christian E.
Crewlists

Some ports requests reverse order:

Christian E. Rørbeck

And some requests the names in separate columns...

Rørbeck Christian Engelbrekt
Crewlists

Thai passports have “Mr.” in front of the surname.

In some ports the “Mr.” has to be on the crewlist.

In some ports the Mr. must absolutely not be there....
Crewlists

The issue here is of course that all these changes have to be made *manually*, as the standard format is – standard...

This is rather time-consuming...

And can cause delays...
Health Documents

I know about special health forms from the following countries:

- IMO WHO Form
- German
- Chile
- Hong Kong, China
- Japan
- Korea
- Panama
- China
- Taiwan Province of China
- Saudi Arabia
- Italy
Captains job...

The big problem here is of course that you as a Captain have to *know* all this in order to comply with the different regulations and avoid delays / fines...
A Captains job...

So, instead of doing what I have been trained to do:
A Captains job...

I end up doing this:
- Automatic crew data
- Automated filling of documents
- Many of the “special documents”
Same country or region...
“Taking into account the procedures carried out on the arrival of a ship at the first port of call in the territory of a State, the formalities and documents required by the public authorities at any subsequent port of call in that country visited without intermediate call at a port in another country should be kept to a minimum.”
Multiple calls to same country

One has to start all over again on the paperwork...

Despite both ports being German...
Multiple calls to same country

One has to start all over again on the paperwork...

Despite all ports being Spanish...
To travel 6 Schengen Countries, I have to prepare 80 documents and send 42 documents in advance.....
Multiple calls to same country
A total of 85 documents! (not counting numerous documents and certificates sent in advance)

Plus approx 10 cm of extra paperwork to be stamped and signed – most of it duplicates in Chinese of my own paperwork...
With a very few exceptions, I could continue the same story for other countries where multiple ports are called...
Strange Documents

As a Master you are often presented with some pretty strange documents – many of which you have no clue as to the meaning of...

As the Masters signature is legally binding, this could present a problem...
Strange Documents

Here is a collection of some of the stranger ones...
IMO Convention on Facilitation of International Maritime traffic

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>IMO No.</td>
<td>9219795</td>
</tr>
<tr>
<td>Gross tonnage</td>
<td>92198</td>
</tr>
<tr>
<td>Net tonnage</td>
<td>50110</td>
</tr>
<tr>
<td>Position of the ship in the port (berth of station)</td>
<td>南沙海港 W</td>
</tr>
<tr>
<td>Brief particulars of voyage (previous and subsequent ports of call: underline where remaining cargo will be discharged)</td>
<td>厦门 XIAMEN—南沙港 GOCT——香港 HONGKONG</td>
</tr>
<tr>
<td>Brief description of the cargo</td>
<td></td>
</tr>
<tr>
<td>本港卸货:</td>
<td>133X20F 559X40F 590X20E 14X40E</td>
</tr>
<tr>
<td>重量:</td>
<td>14793.987 吨</td>
</tr>
<tr>
<td>Number of crew (including Master)</td>
<td>27</td>
</tr>
<tr>
<td>Number of passengers</td>
<td>NIL</td>
</tr>
<tr>
<td>Cargo Declaration</td>
<td></td>
</tr>
<tr>
<td>Ship's Stores Declaration</td>
<td></td>
</tr>
<tr>
<td>Passenger List</td>
<td></td>
</tr>
<tr>
<td>Attached documents (indicate number of copies)</td>
<td></td>
</tr>
<tr>
<td>Remarks</td>
<td>船上无枪支弹药等违禁物品船员国籍</td>
</tr>
<tr>
<td>MMSI:</td>
<td>219909000</td>
</tr>
<tr>
<td>IMO:</td>
<td>9219795</td>
</tr>
<tr>
<td>Date and signature by master, authorized agent or officer</td>
<td></td>
</tr>
</tbody>
</table>
Means that You will be allowed to leave Gdansk (when form is confirmed by customs) with same amount of money that You have declared on arrival.
PREGNANCY TEST
(females only)
Управління інформаційних технологій ГУМВС України в Луганській області
91055, м. Луганськ, вул. Польського, 1, тел.(0642)55-93-67

Видана про те, що громадяняка України
Савченко Галина Вікторівна
з 11.08.2011 року народження, уродженка М. Ростовська, на території України на території України за станом на 11.08.2011 р. засудженою (за кримінальними справами) не

Довідка надана для НАДАННЯ В УСТАНОВИ ІНОЗЕМНИХ ДЕРЖАВ.

Заст. начальника УП

С.Є. Трубкович
My father was a lawyer...

He would have disowned me for signing at the bottom of a blank sheet!
### FACTURA DE COBRO

**No. 567090**

**12 de Agosto de 2011**

**Ministerio de Desarrollo Agropecuario**

**Dirección Ejecutiva de Cuarentena Agropecuaria**

**Area:** B  
**Puesto:** Balboa  
**Prov.:**  
**Recibido por:** M.C. Carsten Maersk

**La suma de:** B/. 20

<table>
<thead>
<tr>
<th>SERVICIOS PRESTADOS</th>
<th>DETALLE</th>
<th>VALOR B/.</th>
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</thead>
<tbody>
<tr>
<td>1. Aspersión 14.01</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Inspección Veterinaria 14.02</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Inspección Fitosanitaria 14.03</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Inspección en bosco 14.04</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Desinfección 14.05</td>
<td>MA Carsten Maersk</td>
<td>20**</td>
</tr>
<tr>
<td>6. Incineración 14.06</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Retención 14.07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Alimentación y Cuido 14.08</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Servicio de Seguridad 14.09</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Expedición de Licencias:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Importación 14.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Exportación 14.11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Tránsito 14.12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11. Expedición de Certificado</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Filtración sanitaria 14.13</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Certificado Fitosanitario</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Certificado Zoosanitario</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Licencia de Tránsito</td>
<td></td>
<td></td>
</tr>
<tr>
<td>12. Custodia 14.14</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Locales Cuarentenario 14.15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Bovinos</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b) Porcinos</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c) Aves</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d) Equinos</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e) Ovino Caprinos</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14. Otros Servicios 14.16</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**IMPORTE COBRADO:** 20**

**Recepción por:**

**Dirección Ejecutiva de Cuarentena Agropecuaria**

**Network:** 3002434411

**RUT:** 6.139.123-5

**Firma:**

**Núm. 3002434411**

**REPUBLICA DE PANAMA**
<table>
<thead>
<tr>
<th>1. Naam van het schip</th>
<th>2. Haven ROTTERDAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>4. Nationaliteit van het schip</td>
<td>5. Vorige</td>
</tr>
<tr>
<td>6. Aantal opvarenden</td>
<td>7. Verblijfsduur</td>
</tr>
<tr>
<td>PERSONEN</td>
<td>8. Plaats</td>
</tr>
<tr>
<td>11. Voorraad</td>
<td></td>
</tr>
</tbody>
</table>

| ALCOHOLHOUDBARE DRANKEN (spirits) | LI |
| Wijn (white) | LI |
| Bier | LI |
| Sigaretten | St |
| Sigaren | St |

| VLEES (meat) | Kg |

| DETERGENTS CONTAINING ALCOHOL |

| LI |

| DETERGENTS CONTAINING ALCOHOL | LI |

| PATRONEN | |
| HDG | MI |
| LUD | MI |
| LSGO | MI |

| DETERGENTS CONTAINING ALCOHOL | |
| LI |

| ROTTERDAM, |

The text states: **Detergents containing alcohol**
<table>
<thead>
<tr>
<th>船名及船舶种类</th>
<th>CARSTEN MAERSK</th>
<th>IMO编号</th>
<th>9219795</th>
</tr>
</thead>
<tbody>
<tr>
<td>呼号</td>
<td>OZYB2</td>
<td>船籍港</td>
<td>上海</td>
</tr>
<tr>
<td>驶离日期及时间</td>
<td>2012.1.6 1100</td>
<td>船籍国</td>
<td>丹麦</td>
</tr>
<tr>
<td>船长姓名</td>
<td>Perbeck Christian Engelbrek</td>
<td>下一港</td>
<td>韩国</td>
</tr>
<tr>
<td>国籍证书（船籍港，签发日期，编号）</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>总吨</td>
<td>92198</td>
<td>净吨</td>
<td>53625</td>
</tr>
<tr>
<td>船舶在港位置（锚位或泊位）</td>
<td></td>
<td></td>
<td>洋8</td>
</tr>
</tbody>
</table>

航次摘要（先后挂靠港口，并在即将卸下留存货物的港口名下划线标注）

/SHANGHAI/

货物简述

<table>
<thead>
<tr>
<th>船员人数（包括船长）</th>
<th>27</th>
<th>旅客人数</th>
<th>NIL</th>
<th>备注</th>
</tr>
</thead>
<tbody>
<tr>
<td>所附单证（标明份数）</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>货物申报单</td>
<td>船用物品申报单</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>船员名单</td>
<td>旅客名单</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>船员物品申报单</td>
<td>总申报单</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

注：进境船舶为租赁或其他贸易方式进口的，根据《中华人民共和国进出口关税条例》（国务院令第392号）的规定，应当向海关进行报关单申报。

船长或其授权代理人签名：谭琳
日期 __年__月__日

海关签注：
日期 __年__月__日
Why is a solution a must?

Is it simply because Captains are lazy?
Cost

In some ports, cargo operations cannot start before the paperwork is done.

A vessel like mine costs approximately USD 3500 per hour.
Let’s be fair and say approximately $\frac{1}{2}$-hour for the paperwork.

- That is *before* Customs and Immigration will allow us to start cargo operations…

With 52 calls a year to this port this amounts to:

$91,000$
Cost

This cost can only be paid by...
Solution

• A single entry reporting point for each country/region

Just as it is for persons arriving on an international flight and continuing on a domestic flight…
– no more passport / customs control.
Solution

- Preferably electronically – as already exists
  
  E-NOA (USA)
  ePans (Singapore)
  PreArrival (Germany)
  PAIR (Canada)

- Only 1 set of documents for check in each port – not up to 9 (but preferably none...)
But how do we...

The authorities argument may be, that – unlike for domestic flights – how do we **know** that the ship has not strayed from the course and picked up something (persons or contraband) en route?
ABOUT SAFESEANET

The SafeSeaNet system was developed to support the requirements of Directive 2002/59/EC, as amended by Directive 2009/17/EC, establishing a Community vessel traffic monitoring and information system. The system is accessible to the national administrations of all the Member States of the European Community and of the European Free Trade Association States. SafeSeaNet is operated by the European Maritime Safety Agency (EMSA).

Information notice for customs officials, ship owners, masters, agents and operators of ships calling at EU ports and participating in the Blue Belt pilot project.
Recap

Why is it important to reduce paperwork?

- **Financial impact** (delays, extra fuel etc.)
- **Quality impact** (Less errors in data information)
- **Safety aspect** (total work load on Captains/crew)
- **Logistics ashore** (collecting, filing, storage etc.)
- **Environmental impact** (paper, toner, Ozone)
Total Workload

It is not any of the *individual* tasks a Captain performs that might overload him...

It is the *sum* of them....
What does a Captain do?

A Captain is a...

- Secretary
- Doctor
- Bookkeeper
- Payroll clerk
- Purchaser
- Priest
- Shrink
- Policeman
- School teacher
- Substitute Mother

- Fire marshal
- Travel Agent
- Bank
- Personnel Manager
- Number Cruncher
- Hotel/restaurant Manager
- Election committee
- Computer expert
- Shipping agent
- Crew union man…(!)

And just sometimes he actually gets to sail the vessel…..
E-Mails

Average number of mails in + out per month

2004: 640
2005: 659
2006: 734
2007: 751
2010: 1106
2011: 1086
2012: 1005
E-Mails

The Master must read and evaluate all mails in order to determine who onboard/ashore are to receive them.

Some mails are two lines with a short message...

Some may be several pages with complex information...
New rules & regulations...

And there is a constantly growing stream of new rules & regulations...

- MLC 2006
- STCW – Manila amendment
What does a Captain do?

And the Captain is on 30sec standby 24/7 to answer to any question or emergency that might arise – and to take the command on the bridge, should his presence there be required – for as long as necessary.

That is of course not a problem, the Captain is always well rested – he does not have anything else to do...
Never any traffic...
Navigation always easy...
Visibility is always perfect...
And the working platform is always stable...
Captains priorities

As there is only 24 hours in a day, it is obvious that the time spent on paperwork can only reduce the time available for the Captains most important job...
Captains priorities

To ensure the safe navigation of his vessel in order to protect:

- Her Crew
- Her Cargo
- The Environment
Thank you very much for your time.
Fair winds and smooth seas....