

# FAL

<b>Official reference</b>	Convention on facilitation of international maritime traffic	
<b>Official website</b>	www.imo.org	
<b>Relevant dates</b>	Document	9/04/1965
	Entry into force	5/03/1965
	Ratification by Belgium	4/01/1967
<b>Policy level</b>	International	
<b>Type of instrument</b>	Convention	
<b>Geographical reach</b>	World seas	
<b>(Legal) coverage in the BNS</b>	Internal waters, territorial sea, exclusive economic zone	
<b>International contact point</b>	International Maritime Organization (IMO)	
<b>Federal ratification</b>	Goedkeuring van het verdrag van 19 april 1965 inzake het vergemakkelijken van het internationaal verkeer ter zee, en Bijlage, opgemaakt te Londen. BS: 24/02/1967	

## // abstract:

The main objectives of this treaty are (1) preventing unnecessary delays in maritime transport; (2) supporting cooperation between States and (3) securing the highest practical degree of uniformity of formalities and other procedures.

In particular, this convention reduces the number of declarations which can be required by public authorities. Few activities have been more subject to overregulation than international maritime transport. This is partly because of the international nature of shipping: countries have developed customs, immigration and other standards independently of each other and a ship visiting several countries during the course of a voyage could expect to be presented with numerous forms to fill in, often asking for exactly the same information but in a slightly different way.

In its Annex, the convention contains standards and recommended practices on formalities, documentary requirements and procedures which should be applied on arrival, stay and departure to the ship itself, and to its crew, passengers, baggage and cargo. If it is not feasible for a State Party to meet a certain international standard, they must inform the IMO.