Guidelines on Advance Passenger Information (API) and Booking Reservation Information (BRI) for Cruise Ship Travel

August 2023

Table of Contents

I INTRODUCTION----------5

II WHAT IS ADVANCE PASSENGER INFORMATION (API)? ----------7

II.A Data to be Collected:----------7
II.B Difference Between API and iAPI:----------7
II.C Benefits of API and iAPI Systems ----------9
II.D Impact on Customs and Border Control Agencies----------9
II.E Data to Be Captured and Transmitted: ----------9
II.F Message Formats:----------12
II.G Data Capture Methods:----------13
II.H Data Quality: ----------13
II.I Impact of Non-standard API Requirements:----------14
II.J API Data Transmission and Timing:----------15

IV WHAT IS OR BOOKING RESERVATION INFORMATION (BRI)?----------16

IV.A How is data collected ----------16
IV.B Timing for access to data ----------17
IV.C Why Are Border Control Agencies Requiring BRI Data Transfer?----------17
IV.D BRI Data Processing----------17
IV.E Methods of BRI data transfer ----------17
IV.A Message Formats:----------18
IV.B Frequency and timing of BRI data transfer ----------18
IV.C Filtering of BRI data ----------18
IV.D Storage of BRI data ----------18
IV.E API Interaction with BRI Requirements:----------19

V SETTING UP AN API AND BRI PROCESSING CAPABILITY ----------21

V.A Overview of the Five Essential Components:----------21
V.B Assistance to Border Control Agencies Implementing API and BRI Systems:----------22
V.C Clear Legal Basis for API and BRI Collection and Processing: ----------22
V.D Data Protection and Privacy Considerations----------23

VII COSTS AND BENEFITS TO INDUSTRY AND BORDER CONTROL AGENCIES ----------26

VII.A Industry Costs:----------26
VII.B Industry Benefits ----------26
VII.C Border Control Agency Costs: ----------27
VII.D Border Control Agency Benefits:----------27
VII.E Data Maintenance Request:----------28

VIII OPERATIONAL ISSUES PROCESSING ACTIVITIES ----------30

VIII.A Setting Up an Operational Capability: ---- 30
VIII.B The Applicability of the “Single Window” Concept: ---- 30
VIII.C Inter-agency Cooperation in the Context of API and BRI ---- 30
VIII.D Watch listing: ---- 31
VIII.E Pre-departure Interventions: ---- 31

X WCO POLICY POINTS ---- 33

XI CONCLUSION ---- 34

APPENDIX I: DIAGRAMS ON MACHINE READABLE ZONES OF MACHINE-READABLE TRAVEL DOCUMENTS ---- 35

APPENDIX II: INSTRUMENTS OF THE WCO API ---- 36

APPENDIX III: DATA MAINTENANCE REQUEST (DMR) FORM ---- 39

APPENDIX IV: DATA SET RELATED TO ADVANCE PASSENGER INFORMATION (API) ---- 41

APPENDIX V: DATA SET RELATED TO BOOKING/RESERVATION INFORMATION(BRI)/PASSENGER NAME RECORD (PNR) ---- 51

I Glossary of Terms

Advance passenger information (API)	A unilateral system whereby required data elements are collected and transmitted to border control agencies prior to flight or cruise arrival, and made available to Border Control Agencies at the port of entry.
Aircraft or cruise operator	A person, organization or enterprise engaged in or offering to engage in an aircraft or cruise line operation.
Authorized agent	A person who represents an operator and who is authorized by or on behalf of such operator to act on formalities connected with the entry and clearance of the operator's aircraft or cruise ship, crew, passengers, cargo, mail, baggage or stores and includes, where national law permits, a third party authorized to handle cargo on the aircraft or cruise ship.
Booking aircraft operator	An aircraft operator or his authorized agent with whom the passenger makes his original reservation(s) or with whom additional reservations are made after commencement of the journey.
Booking/Reservation Information (BRI)	Records created by cruise operators or their authorized agents for each journey booked by or on behalf of any passenger. BRI is the term used in cruise travel and PNR in air travel.
Border Control Agency	Throughout the world, there are varying authorities (Customs, police, immigration authorities, etc.) who have the lead role for a government's API programme. This document uses the terms "Border Control Agency" and "Border Control Agencies" to refer to the relevant Government departments or authorities responsible for international border operations. e.g., Customs, immigration, police, quarantine, health and safety, agriculture, etc.
Computer reservation system (CRS)	Electronic (computer) repository of information about a passenger's travel itinerary, for example, passenger details, itinerary, ticket and cabin information, and address.
Data processing	For the purpose of these guidelines, includes any operation or set of operations performed on API and BRI/PNR data, such as collection, recording, organization, storage, adaptation or alteration, calling-up, retrieval, consultation, use, transfer, dissemination or otherwise making available, alignment or combination, blocking, erasure or destruction.
Departure control system (DCS)	The system used to check passengers onto flights or cruises. The DCS is where API information is collected and contains check-in information such as seat or cabin number and baggage information.
INTERPOL Stolen and Lost Travel Documents (SLTD)	INTERPOL SLTD is a database of identity and travel documents reported as lost, revoked, invalid, stolen, or stolen as blank documents.
Passenger	The term "passenger" refers to an individual who is not a crew member.

	While these Guidelines attempt to be precise throughout, this particular interchange of terms can be inherently ambiguous since “advance passenger information” applies to both passengers and crew.
Passenger Information Unit	the entity established or designated by Member States that are responsible for receiving and processing BRI/PNR data
Passenger Name Record (PNR)	Records created by aircraft operators or their authorized agents for each journey booked by or on behalf of any passenger. BRI is the term used in cruise travel and PNR in air travel.
PNR/BRI data transfer	The transfer of BRI/PNR data, from an aircraft or cruise operator’s system(s), to a Border Control Agency requiring such data or access by the Border Control Agency to BRI/PNR data from such system(s) using an agreed upon transfer mechanism/protocol
Traveller	The term “traveller” is used to mean both passengers and crew members. While these Guidelines attempt to be precise throughout, this particular interchange of terms can be inherently ambiguous since “advance passenger information” applies to both passengers and crew.
UN/EDIFACT CUSRES	The message format used by governments when responding to an iAPI message submission. The message provides notification to the submitting carrier whether a boarding pass can or cannot be issued to the traveller.
UN/EDIFACT PAXLST	The message format used by the travel industry to provide details related to the entry and exit of travellers.
World Customs Organization (WCO)	WCO represents 185 Customs administrations across the globe that collectively process approximately 98% of world trade. As the global centre of Customs expertise, the WCO is the only international organization with competence in Customs matters and can rightly call itself the voice of the international Customs community.

Introduction

The World Customs Organization (WCO) initiated committee, the Passenger Facilitation and Control Working Group (PFCWG) have developed the Guidelines on Advance Passenger Information (API) and Booking/Reservation Information (BRI) (also known as Passenger Name Record (PNR) in Aviation) for Cruise Ship Travel for release in 2023.

These Guidelines are based on the WCO-IATA-ICAO API/PNR Contact Committee guidelines for aviation travel and have been developed in consultation with the Cruise Line International Association (CLIA) and the International Maritime Organization (IMO). This is in line with UN Security Council Resolutions Security Council resolutions 2178 (2014), 2396 (2017), and 2482 (2019) and with the WCO Punta Cana Resolution (2015).

The Guidelines establish a best practice to which Border Control Agencies, cruise ship operators, port authorities and other cruise line service operators implementing and operating API and BRI systems should adhere to the greatest extent practicable. With these Guidelines the WCO envision API and BRI systems and practices that are developed in a consistent and orderly manner, are based on jointly

agreed standards and principles to facilitate the development of API and BRI programmes around the globe.

The purpose of these guidelines is to establish global standards for API and BRI data, standards for data transfer and the subsequent handling of this data by the Border Control Agencies, based on the principles of

- minimization of the cost to industry
- accuracy of information
- completeness of data
- protection of personal data
- timeliness
- efficiency and efficacy of data management/risk management.

These guidelines address the issue of API and BRI data transfer from an operator's system to a Border Control Agency and the management of this data, including arrangements for storage and protection.

Case studies are used throughout these Guidelines to give example on how different countries use API and BRI/PNR in their operations. Different administrations will arrive at different solutions given the diversity of legal frameworks and of maritime threats.

A harmonized set of guidelines for API and BRI data transfer should benefit requesting Border Control Agencies and cruise operators by assisting Border Control Agencies to design systems and establish arrangements that are compatible with these guidelines, but do not impair their ability to enforce their laws and preserve national security and public safety. If implemented uniformly, these guidelines provide a global framework allowing

- all Border Control Agencies to benefit from the value-added analysis of API and BRI data for shared security/safety purposes
- cruise operators to benefit from one set of common requirements for API and BRI data transfers
- all travellers to benefit from basic protection of their API and BRI data.

Please do not hesitate to contact the WCO Secretariat should you have any questions.

II What is Advance Passenger Information (API)?

II.A Data to be Collected:

Generally speaking, API is cruise information combined with a traveller's biographical and document information as shown in their government-issued travel document, at times complemented by additional check-in details and personal information on the traveller. API has routinely been collected by Border Control Agencies when passengers seek entry into a Country and are required to present government-issued travel documents containing that information. API may be required and collected for both passengers and crew.

II.B Difference Between API and iAPI:

Traditional API (non-interactive "batch-style" API) is collected and transmitted in a batch-style system, which enables the recording of the identity and travel document information of all passengers and crew on board a specific cruise. It is collected during the check-in process and is then transmitted to the requesting Border Control Agencies in advance of the cruise's arrival (or departure), allowing the required checks to be performed for all inbound (and outbound) passengers and crew.

As an alternative to the batch-style approach, interactive API (iAPI) enables two-way communication in near real time between cruise operators and Border Control Agencies. Some Border Control Agencies use this more sophisticated form of API processing to help address increasing risks posed by passengers, especially in regard to aviation/maritime security, immigration requirements, drug trafficking and other threats to national security. iAPI for maritime travel should be used where Border Control Agencies have implemented this process for aviation travel.

iAPI provides a near real-time, interactive interchange of electronic messaging between the cruise operator and the Border Control Agency in the Country of departure or destination for each passenger. At the moment a passenger checks in for a or cruise, passenger information flows from the cruise operator's departure control system to the Border Control Agency, which then transmits (in real time) an electronic message response to the cruise operator permitting or preventing boarding of the passenger. This type of system is referred to as "Board/No Board," "Red Light/Green Light System," and "Authority to Carry" and the cruise operator does not issue a boarding pass until a response is received from the government. Some Border Control Agencies provide these messages as directives and others as guidance. iAPI is for passengers only and not crew.

Upon receipt of passenger information, the receiving Border Control Agency can perform the necessary checks and return a response to the cruise operator to indicate whether the passenger is eligible to travel. iAPI is usually transmitted for each passenger, ensuring that the risk can be assessed at the individual level.

Timely responses are vital to iAPI messages to allow for a smooth check-in process, ensuring that cruise operators and passengers are not negatively impacted. iAPI, instead of batch API, has greater and immediate benefits to both Border Control Agencies and cruise operators.

Case Study: The Australian Experience

Australia has an iAPI process for aviation in place backed by legislation. This legislation requires aircraft operators to provide this information on all passengers and crew prior to arriving or departing Australia. This serves as an important step to Australia's layered approach to border management and this layered approach helps Australia to detect and stop people who pose a threat to the community. There are four important layers:

1. Visa Issuance

Australia has a universal visa requirement. Travellers must hold a valid visa or an Australian or New Zealand travel document or have some other authority to travel to Australia. The visa application process allows for security checks on every individual intending to come to Australia. Character and health concerns are addressed before visas are approved

.

2. Check-in

Travellers present themselves to the check-in counter and show their passport to the aircraft operator check-in agents. The aircraft operator uses the traveller's passport to record information from the Machine-Readable Zone (MRZ); API is captured during this process. Occasionally, data must be entered manually. The minimum data required is:
- Traveller document type and number
- Nationality code on the passport
- First four letters of the family name

Aircraft operators receive a boarding directive that will advise whether the traveller is known to Australia, whether they have a visa, and whether it is "OK TO BOARD" the traveller. There can also be a negative boarding directive ("DO NOT BOARD") when the traveller is not known to Australia or the information has been incorrectly entered by the check-in agent. As necessary, the check-in agent can correct the data and, if the traveller is eligible, issue the boarding pass to complete the check-in process. Another possibility is the receipt of the boarding directive, "CONTACT BOC". Australia has a 24/7 helpdesk known as the Border Operations Centre (BOC) for aircraft operators to contact to resolve boarding concerns. Once the data has been processed, an Expected Movement Record (EMR) is created for the traveller.

3. En Route to Australia

Having the information allows Australia to check additional systems while the traveller is en route. It gives the authorities time to contact the necessary agencies, such as the Australian Border Force (ABF) or Australian Federal Police (AFP), if necessary, in preparation for a traveller's arrival.

4. Arrivals in Australia

This process generates an EMR which can be used to clear travellers with e-passports from eligible countries through Australia's automated SmartGates across major airports. SmartGate is an automated border process system that allows eligible travellers the option to self-process through passport control. It checks whether the traveller has an EMR recorded on their file and, if so, allows for faster processing times whilst avoiding the need for manual checking by a border clearance officer, thus allowing for a more streamlined traveller clearance process that reduces airport congestion. SmartGate uses data in ePassports and facial recognition technology to perform the checks usually performed at the primary line by an ABF Officer.

Australia's reporting requirements are backed by infringements for non-reporting where each missed report is an offence under legislation. The ABF may prosecute the offence or, in lieu of prosecution, issue an infringement fine to aircraft operators for each offence. The aircraft operator has the right to request a withdrawal of an infringement notice and clear guidelines have been established around withdrawals. Australia relies on this process to address the risk that a traveller may pose offshore and then uses the data to facilitate efficient clearance for low-risk travellers. Australia's 100% compliance regime is vital to ensure that Australia's border management is effective and efficient.

Responsibilities for Border Control Agencies cruise operators are summarized below.

Border Control Agencies:

- Manage pre-border (or pre-arrival or pre-travel) clearance, which enables the Border Control Agencies to work ahead of a traveller's journey to or arrival at the physical border;
- Validate the traveller's identity to facilitate legitimate travel;
- Prevent unauthorised and un-documented travellers;
- Reduce the costs associated with unauthorized travellers, both for industry and the government;
- Enable the government to receive early notification of high-risk travellers and keep risks offshore;
- Provide information to better target interventions at the border through early risk assessments, which ensures that Border Control Agency staff can be better deployed to address areas of higher risk rather than fixing data discrepancies; and,
- Provide an opportunity to collect new data not otherwise detected through an immigration clearance line, such as new passports or alternate nationality travel documents for dual citizens.

Cruise Operators:

- Provide a highly effective "real-time" immigration review at the check-in counter overseas;
- Help manage increasing volumes of passengers each year with faster check-in times; and,

- Help to reduce cruise operator infringements for improperly documented passengers, as well as reducing staff workload.

II.C Benefits of API and iAPI Systems

API involves the capture of a traveller's biographic data and their travel details by the cruise line operator prior to departure and the transmission of that information by electronic means to the Border Control Agency in the departing and (or) destination country. API can be a necessary decision-support tool that Border Control Agencies use to detect a person of interest or person requiring examination in advance of the intended travel, departure, arrival or transit. Before passengers are cleared for boarding or processed for entry/transit in a destination country, API is sent to the Border Control Agency (or Agencies) for screening against the relevant databases and watch lists to identify passengers and crew of interest, including known terrorist suspects and those subject to United Nations (UN) Security Council sanctions lists and travel bans and to identify stolen or lost travel documents, including those listed on the INTERPOL SLTD and other transnational watchlists

The processing and analysis of API has the potential to reduce inconvenience and delays that may be experienced by passengers as a result of the necessary processing of passengers at borders. It also provides a system which Border Control Agencies can use to operate "no travel" schemes and implement travel bans against those on UN Security Council sanctions lists. In this context, it is important to note that API, by itself, is not sufficiently comprehensive as a decision-making tool and API must be used with other information such as a watch list.

While the processing and analysis of API is being conducted by more and more Border Control Agencies around the world, it has been used by a number of countries for some time.

iAPI is a type of API that interacts with the Border Control Agencies in real time. iAPI allows for an immediate response to be provided to a check-in agent with a boarding directive, creating greater control for Border Control Agencies and cruise operators, as a person known or believed to pose a risk or improperly documented can be identified prior to boarding a ship. At departure, cruise operators then send a close-out message, identifying all passengers on the vessel.

API and iAPI will be elaborated upon in more detail in subsequent sections of these Guidelines.

II.D Impact on Customs and Border Control Agencies

Notification of API to Border Control Agencies by cruise operators using electronic data interchange is essential for effective border enforcement. Ultimately, API and iAPI capabilities enable Border Control Agencies to plan, make earlier interventions and to have a direct and positive impact on national and border security. The advance receipt and analysis of API increases the level of security for cruise operators and national security in general. Border Control Agencies use the data to perform enforcement and security queries against various multi-agency law enforcement and intelligence databases in connection with, as appropriate, international airlines, international cruise lines and port authorities.

The deployment of information technology systems (i.e., computerized passenger screening/clearance systems) to support the "flow" of advance information that incorporates passenger selection criteria on the basis of high-quality intelligence has a positive effect on border enforcement and facilitation activities. Ensuring details of passengers are received in advance of arrival allows Border Control Agencies adequate time to utilize their resources more efficiently. More compellingly, receiving API before departure enables the identification of persons who may be on a "watchlist" list and the enforcement of travel-related sanctions and travel bans.

II.E Data to Be Captured and Transmitted:

For API to be successfully transmitted, processed and used on a wide basis, and for cruise operators to capture and transmit passenger data on a large scale to the Border Control Agencies of multiple

countries, it is essential that there be a limitation and a very high degree of uniformity of the data required by the Border Control Agencies which receive and process it.

Most of the identifying information on passengers is contained in the Machine-Readable Zone (MRZ) of a Machine-Readable Travel Document (MRTD).

It is important to note that countries should limit their data requirements to the minimum necessary under national legislation. From the point of view of promoting the use of API, extending the required data element set beyond that limit would hinder cruise operators' operations and could potentially impact cruise terminal throughput and passenger capacity.

This data can be divided into two distinct categories:

- First: Data relating to the cruise (service information)
- Second: Data relating to each individual passenger or crew member:
- Core Data Elements as may be found in the MRZ of the Official Travel Document.
- Additional data as available in cruise operator systems.
- Additional data not normally found in cruise operator systems and which needs to be collected by, or on behalf of, the cruise operator.
-

Details of the individual data points for each of these two categories are given below. It should be noted that the cruise data should already be available to cruise operators from their own automated systems, whereas the data relating to each individual passenger or crew member is amalgamated during check-in. The core data elements that may be found in the MRZ of a travel document are collected during check-in. The additional data that is available in cruise operator systems is systems-based and may be available in the transporting cruise operator's departure control and/or reservation system. If required, additional data not normally found in cruise operator systems requires further data collection during check-in or at the time of boarding, impacting the processing time of passengers and increasing the operational burden on cruise operators.

The WCO, CLIA and IMO strongly advocate to their members that the API must not exceed the recommendations in these Guidelines, thereby also keeping in mind for aviation, ICAO Annex 9 Standard 9.10 which states that "All information required shall conform to the specifications for UN/EDIFACT PAXLST messages found in the WCO/IATA/ICAO API Guidelines." It is further recommended that submission of the data elements listed below (see paragraphs b) and c)) should only be requested as "conditional" elements.

II.E.1 API Relating to the Cruise (Service Information):

- **Voyage Identifier/Number** (IMO code and cruise number)
- **Arrival or departure** (A code in the message to show whether the information is submitted for the ship arrival or departure.)
- **Port of Departure Code and Name**
- **Scheduled Departure Date** (Date of scheduled departure of cruise based on local time of departure)
- **Scheduled Departure Time** (Time of scheduled departure of cruise based on local time of departure)
- **Port of Arrival Code and Name**
- **Scheduled Arrival Date** (Date of scheduled arrival of cruise based local time of arrival)
- **Scheduled Arrival Time** (Time of scheduled arrival of cruise based on local time of arrival)
- **Berth location in port**
- **Last Place/Port of Call of Vessel** (Cruise departed from this last foreign place/port of call to go to the "place/port of cruise initial arrival")
- **Next Port of Arrival Code and Name** (Place/port in the country of destination where the vessel will travel next)
- **Scheduled Date of Next Port of Arrival** (Date of scheduled arrival of cruise based local time of arrival)
- **Scheduled Time of Next Port of Arrival** (Time of scheduled arrival of cruise based on local time of arrival)

II.E.2 Passport details relating to Each Individual Passenger or Crew Member:

Data relating to a passenger or crew member based on the following list of elements will not be available from a single source, and may instead require collection from several sources as detailed below:

II.E.3 Core Data Elements that May Be Found in the MRZ of the Official Travel Document:

Data elements listed in this paragraph may be required by Border Control Agencies, provided there is a legal basis for the cruise operators to collect and transfer the information:

- **Nationality** (Nationality of the holder)
- **Travel Document Type** (Indicator to identify the type of official travel document)
- **Travel Document Number** (Passport number or other travel document number)
- **Expiration Date of Official Travel Document**
- **Surname/Given Name(s)** (Family name and given name(s) of the holder as they appear on the official travel document)
- **Date of Birth** (Date of birth of the holder)
- **Sex** (Sex/Gender of the holder)

It is essential that Border Control Agencies limit the identifying information on passengers required by their API programme to those elements that can be captured by automated means from the MRTD. Additional data elements not contained in the MRZ should normally be limited to data which the issuing authority has included in the MRTD's visible zone.

Complete specifications of these data items used in aviation are contained in ICAO Doc 9303, Machine Readable Travel Documents. Diagrams of the MRZs of such documents are found in Appendix I to these Guidelines.

II.E.4 Additional API: Data Relating to Each Individual Passenger or Crew Member Normally Found in the Cruise Operators' Systems

Information listed in this section may only be provided in cases where there is a legal basis permitting collection of this information, and the cruise operator has the information in its Control or Reservation Systems.

- **Cabin related Information** (Specific cabin or room number assigned to the passenger for this cruise voyage)
- **Traveller's Status** (Passenger, Crew, In transit)
- **Place/Port of Original Embarkation Code and Name** (Place/port where the traveller started their foreign travel)
- **Date of Embarkation** (Date based on local time of Embarkation)
- **Place/Port of Disembarkation Code and Name** (Place/port where the traveller is ending their foreign travel)
- **Date of Disembarkation** (Date based on local time of disembarkation)
- **Unique Booking Identifier** (or Passenger Name Record Locator Number) (As available in the traveller's Booking Reservation Information or Passenger Name Record in the cruise operator's reservation system)
- **Traveller Unique Identifier** (unique identifier for each traveller on the booking)

It should be noted that API transmissions will only contain information about the port of original embarkation subject to information held in the operating carrier's system. For example, if a passenger travels from Amsterdam (AMS) to Montreal (YUL), transferring to another cruise operator for travel to Boston (BOS), the operating carrier to Boston may only have access to data concerning the Montreal to Boston segment when generating the API transmission. When there is a transfer passenger to another cruise operator, the information contained in the transporting carrier's reservation or departure control system may also include information on

passengers collected at the originating foreign port of embarkation. This information is available depending on cooperation arrangements (such as interline agreements) between cruise operators.

II.E.5 Additional Data Not Normally Found in the Cruise Operators' System, and Which May Be Required to Be Collected by, or on Behalf of, the Cruise Operator

This category of API is not normally contained in cruise operator systems and would only be collected when specifically required to by a particular country. This could only be provided by the cruise operator if their system has the ability to capture and transmit the information. It should be remembered that requiring a cruise operator to collect this additional data will impose an additional burden on the operator, and may adversely impact passenger processing times and negate any facilitation benefits derived from the processing of API. In relation to Aviation API, according to ICAO Annex 9 Standard.13, States "shall seek, to the greatest extent possible, to limit the operational and administrative burdens on aircraft operators, while enhancing passenger facilitation." Except where specified by a country's legislation, Border Control Agencies should normally avoid data elements that require cruise operator personnel to question passengers and record their verbal responses.

- **Visa** Number (Number of the Visa issued)
- **Issue Date of the Visa** (Date of issue of the Visa)
- **Place of Issuance of the Visa** (Name of the place where the Visa was issued)[1]
- **Other Document Number Used for Travel** (The number of the other document used for travel when the official travel document is not required)[2]
- **National ID Number or Type of Other Document Used for Travel** (Indicator to identify the number type of document used for travel where applicable)
- **Passenger Contact Information** (Telephone number, emergency contact or passenger contact phone number)
- **Email Address** (Email address)
- **Primary Residence**
  - **Country of Primary Residence** (Country where the traveller resides for most of the year)
  - **Address** (Location identification, such as street name and number)
  - **City** (City)
  - **State/Province/County** (Name of the state, province, county, as appropriate)
  - **Postal Code/Zip Code** (Postal code)
- **Place of Birth** (Place of birth, such as city and country)[3]

As an example, a visa is a travel document issued by the receiving country. The visa information is recorded in that country's database (e.g. consular network or visa information system) and is already accessible to that country. Requesting that the cruise operator collect and transmit the same visa information, which the country itself issued, via an API message, is increasingly considered to be unnecessary duplication. The passport information in the API message should be used as a pointer to the visa record. A notable exception could be in the case of a valid visa issued in a now expired passport.

II.F Message Formats:

Standard message formats based on JavaScript Object Notation (JSON) has been established and should be used to avoid difficulties and the significant additional costs that would be caused by the introduction and use of bespoke national standards.

The standard JSON message format has been developed in conformance with the WCO Data Model and adopted specifically to handle transport operator passenger manifest transmissions to governments and to facilitate the Border Control Agency response. Implementation guides for both messages are

[1] Neither the issue date nor the place of the issuance of the visa are part of the MRZ.
[2] This can be helpful in the case of dual nationals who may legitimately use two national documents as part of their journey. This may include resident cards, entry permits, etc.
[3] The place of birth of the document bearer is not part of the MRZ.

included as appendices to these Guidelines. These appendices will be amended regularly in accordance with the DMR process to reflect the latest developments. Border Control Agencies and aircraft and cruise operators should contact the WCO, IATA, ICAO, CLIA or IMO to ensure they obtain the most up-to-date version of the API Message Implementation Guide (MIG).

However, recognizing that all aircraft and cruise operators regulated to provide API may not have the technical capacity to generate PAXLST messages, Border Control Agencies may also consider providing other options, such as secure websites

II.G Data Capture Methods:

Perhaps the most critical aspect of API is the means by which the data to be transmitted to the Border Control Agencies is captured. Manual data capture can be costly, time consuming, labour-intensive, and error prone. The capture of data concerning passengers at the port of departure introduces a delay in the check-in process that could, if not managed properly, offset the potential advantage to passengers provided by efficient API applications. If the check-in process is unduly prolonged, API will simply shift much of the delay and congestion away from the arrival area to the departure area.

MRTD and Document Readers are an important component in API. The use of this technology for data capture at the port can greatly reduce delays – such as document swipes at the check-in counter and the increasing use of self-service check-in kiosks. It is estimated that manual keying of API from an official travel document takes approximately 45 seconds per passenger. Manually entered data is also more prone to data entry errors.

Issues such as non-compliant passports, dual nationals, and dual/multiple citizenship are growing and can create difficulties for cruise operators collecting the data and Border Control Agencies processing the data. Travel document issuing agencies and Border Control Agencies are taking measures to ensure that, in the case of a passport, the data in the MRZ conforms to ICAO Doc 9303, Part 4, Specifications for Machine Readable Passports (MRPs) and other TD3 Size MRTDs.[4]

Using an MRTD document reader, either at immigration or integrated with the port check-in process, minimizes disruption and the time required for data capture. Capture of data elements in Machine Readable Form is both quick and avoids manual input errors. (Note: additional procedures will be required to ensure data collection and its accuracy, digital capture technology, when check-in is performed outside of the port facility itself e.g., web check-in and tele-check-in). Some specific areas where MRTDs have shown to be non-compliant in terms of machine readability include missing primary identifiers (representation of the last name) and incorrect inclusion of the code for sex in the MRZ.

Therefore, it should be noted that Border Control Agencies requiring API hold the cruise operator responsible for the accuracy of the API transmitted and may impose significant financial penalties for inaccuracies or omissions. It should also be noted that, at the time of check-in, cruise operators may not have access to data captured at the time of reservation or to data captured by another cruise operator at the point of origin.

II.H Data Quality:

Border Control Agencies have adopted a variety of ways of measuring and assessing the data in terms of its quality, requiring that the data be accurate, timely, and complete. For example, the API must accurately reflect the data in the passenger's official travel document. The API must be provided within the required timeframe to the Border Control Agency. In addition, the data elements should appear in accordance with the PAXLST specifications. Legislation and guidance should be in place for clarity of understanding between the Border Control Agency and cruise operators.

Initiatives are being explored to increase the accuracy of API through the use of MRZ or Radio Frequency Identification (RFID) chip readers within smartphone applications, digital travel credentials,

[4] Standard 3.11, Amendment 28 to ICAO Annex 9. This standard is subject to the ICAO Universal Security Audit Programme (USAP). "All passports issued by Contracting States shall be machine readable in accordance with the specifications of Doc 9303, Part 4." ICAO Doc 9303 is published here: https://www.icao.int/publications/pages/publication.aspx?docnum=9303.

and other uses of biometrics and verified identities. cruise schedule information can be compared against API received in order to identify cruises for which no API has been received, either because of cancellations or because of transmission or receipt errors.

There is also the challenge of a multi-passport holder who presents one passport to the cruise operator but a different passport to the Border Control Agencies on departure and/or on arrival at the destination. In addition, the following issues may also be experienced:

- Mismatch between the country's internal entry-exit records and the travel document data received in the API as compared to what is presented on crossing the border
- Inaccurate vetting result in the case of iAPI
- The Departure Control System (DCS) does not have the capability to collect and transmit information from more than one travel document per passenger
- The need for countries systems to be able to link multiple travel documents to a single passenger

Constructive engagement with industry is essential. There should be a common understanding between stakeholders regarding the definition of API, the list of expected data elements, transmission frequency, timeliness, and penalties. Countries should seek to minimize the number of times API data is transmitted for a specific cruise. Countries also should refrain from imposing fines and penalties on cruise operators for unavoidable errors caused by system failures or where the cruise operator has collected and provided accurate API based on a valid travel document presented to the operator where a second travel document which is valid for the journey is presented on arrival.

Case Study: Data Quality Best Practices

There are a number of data quality-related best practices for Border Control Agencies to follow when developing their API capability.

As Border Control Agencies build their API capability, it is important to include a capability to monitor: 1) data receipt – that the API they expect to receive is actually being received; 2) data timeliness – that the API is being received when it was expected; and 3) cruise status – that the scheduled cruise expected to operate took place, were delayed, or cancelled.

The second aspect is to build the capacity, at the outset, to assess the quality of the data being received. Border Control Agencies should not presume that the API will all be perfectly accurate and transmitted in full and on time just because they made those aspects legal requirements to be imposed on cruise operators. The reality in practice can be very different and it takes analysis and focus to ensure data quality requirements are being met and maintained.

Border Control Agencies with significant experience of operating API systems have experienced numerous instances where inaccurate, incomplete, late or missing data has resulted in the arrival of individuals (usually criminal offenders previously deported from the country) who would otherwise have been identified pre-departure and prohibited from boarding.

II.I Impact of Non-standard API Requirements:

From a technical standpoint, an API programme is set up based a technical message standard, which has tags for data elements that can be included in the messages. Identifying information on travellers can be obtained from the MRZ of a travel document and can be easily processed. There are standard API data elements that cruise operators will collect to meet government requirements for security and more efficient international travel. In practice, the data elements collected can go beyond the information found in the MRZ of the travel document and provide benefits to the traveller, the cruise operator and the government. Border Control Agencies should not mandate non-standard data elements. The DMR process should be used to consider new requirements.

Non-standard API programme implementation may lead to operational and financial challenges for both governments and cruise operators. It should be noted that processes are moving away from port-based face-to-face transactions with passengers to automated border controls, self-service applications, kiosk check-in, online applications and mobile applications. Manual check-in transactions are not aligned with current design and capacity of port terminals. In addition, the existence of "front of house" security threats which target high-visibility locations with large crowds, like port check-in halls, should be considered.

II.J API Data Transmission and Timing:

Participating cruise operators and Border Control Agencies need to have their automated systems connected to one or more data transmission networks so that traveller details can be transmitted and received electronically. While alternative transmission methods (such as web-based applications) are being developed, many cruise operators are currently unable to support this mode of transmission.

API can be sent or received using organizations (such as service providers) capable of providing reliable and secure data transmission services. The choice of the data network will ultimately be determined by cost and other considerations, such as existing business relationships with a data network provider. In addition to automated systems, alternative methods such as these may be considered if the Border Control Agencies work with smaller commercial cruise carriers to facilitate API transmission.

Border Control Agencies should consider establishing secondary alternative systems that are capable of receiving secure API transmissions, as a means of reducing data transmission costs for cruise operators that do not operate with traditional reservation and/or departure control systems.

With regard to timing, API is available when check-in is opened. Several cruise operators use web check-in facilities, and so the API could be made available earlier. In order to ensure ample time for conducting data processing, Border Control Agencies may require several batch API transmissions, such as 72, 48, 24 hours prior to departure, and/or at the time of departure from the last port in the previous country. Border Control Agencies should be aware that any API remains declarative/unverified until the travel document is presented and swiped or otherwise verified, up until the time of boarding. iAPI transmissions are sent when the passenger checks in so the Border Control Agency can send the response message, allowing for the issuance (or not) of the boarding pass. For iAPI, operators must also transmit a close-out message, identifying all passengers on board the conveyance upon/right after departure. The transmission method for the response should go back over the same channel the API/iAPI was received

With regard to message format, the standard format is PAXLST for API and iAPI submission from the cruise operator and CUSRES for the response to the cruise operator. Note that an email CUSRES response from the Border Control Agency to the cruise operator is also not aligned with the API Guidelines and message specifications, is operationally unmanageable and causes significant issues for cruise operators, particularly on data security and privacy. There are also requirements for cruise operators to engage third-party service providers to reformat global-standard compliant data into proprietary formats at the cruise operator’s expense.

IV What is or Booking Reservation Information (BRI)?

A Passenger Name Record (PNR) is the generic name given by the air transport industry to the record created by aircraft operators or their authorized agents for each journey booked by or on behalf of any passenger, either directly, using the aircraft operator's reservation system, or indirectly, using a sales organization's reservation system. Booking/Reservation Information (BRI) is the name given for the same information collected in the cruise industry. The specific BRI data that is collected varies from one cruise operator to the next. It includes in addition to API data, type of ticket or fare, dates of travel, travel itinerary, payment information, frequent flyer/loyalty program information, etc. BRI data is captured for the first time when a cruise reservation is made and may be modified several times from that point until the departure of the cruise. With an increasing number of border control agencies requiring cruise operators to provide passenger data, there is a need to reinforce the global data format standards that exist in aviation, which have been developed and approved jointly by the WCO, CLIA and IMO in order to maintain standardization and ensure ongoing compliance by all parties.

IV.A How is data collected

BRI data is captured in many ways. Reservations may be created by international sales organizations (global distribution systems (GDS) or computer reservation systems (CRS)) with pertinent details of the transmitted information to the operating carrier(s). Reservations may be accepted directly by the cruise operator and the complete BRI stored in the operator's automated reservations systems. Some operators may also store subsets of the BRI data in their own automated departure control systems (DCS), or provide similar data subsets to contracted ground handling service providers, to support port check-in processes. In each case, operators (or their authorized agents) will have access to and be able to amend only data that has been provided to their system(s). Some DCS systems are programmed such that details emerging from check-in (i.e. seat, cabin and/or baggage information) can be overlaid into the existing BRI for each passenger.

Supplemental or "requested service" information may be included in the BRI. This type of information may concern special dietary and medical requirements, "unaccompanied minor" information, requests for assistance, and so on.

Some information, such as the internal dialogue or communication between cruise operators and reservation agents, may be stored in the BRI, in particular in the "General remarks" field. The remarks may include miscellaneous comments and shorthand.

BRIs may include many of the separate data elements described in the list of elements contained in Appendix VI to these guidelines. However, in practice and as described above, cruise operators capture only a limited number of data as key elements for the creation of a BRI. A cruise operator system may have a limited capability of incorporating data elements registered in the DCS (e.g. all check-in information, all seat or cabin information, baggage information and "go-show" and "no-show" information) into a BRI. Accordingly, the structure of individual PNRs and the amount of data they contain will vary widely.

The number and nature of the fields of information in a BRI will vary depending on the reservation system used during the initial booking, or other data collection mechanism employed (e.g. the DCS), the itinerary involved and the special requirements of the passenger. BRI data fields are subject to change based on operational requirements and technological developments.

BRIs should not contain any information that a cruise operator does not need to facilitate a passenger's travel, e.g. racial or ethnic origin, political opinions, religious or political beliefs, trade-union membership, marital status or data relating to a person's sexual orientation. Border Control Agencies should not require cruise operators to collect such data in their BRI.

BRI may contain data, e.g. meal preferences and health issues as well as free text and general remarks, legitimately entered to facilitate a passenger's travel. Some of these data elements may be considered sensitive and require appropriate protection. It is particularly important that cruise operators and Border Control Agencies protect this data. Although they can be relevant in determining the risk that a

passenger might represent, such data should be taken into consideration only if concrete indications exist which require the use of such data for the purposes listed above.

IV.B Timing for access to data

BRI data is captured into reservation systems many days or weeks in advance of a cruise. This can be up to a year in advance of departure. Information in reservation systems is therefore dynamic and may change continually from the time when the cruise is open for booking.

Passenger and cruise information in the DCS is, on the other hand, available only from when the cruise is "open" for check-in (up to 48 hours prior to departure). Departure control information for a cruise will be finalized only upon cruise closure and may remain available for 12 to 24 hours after the arrival of a cruise at its destination.

IV.C Why Are Border Control Agencies Requiring BRI Data Transfer?

BRI data can be critically important for the threat assessment value that can be derived from the analysis of such data, particularly in relation to the fight against terrorism and serious transnational crime. Some countries have thus legislated or are planning to legislate for cruise operators to provide their Border Control Agencies with BRI data. In addition, a number of Border Control Agencies consider BRI data important for the prevention, investigation or prosecution of a terrorist offence or serious transnational crime. Identification of potentially high-risk passengers through BRI data analysis provides Border Control Agencies and cruise operators with a capacity to:

- improve aviation and maritime security;
- enhance national and border security;
- prevent and combat terrorist acts and related crimes and other serious crimes that are transnational in nature, including organized crime, and to enforce warrants and prevent flight from custody for such crimes;
- protect the vital interests of passengers and the general public, including health;
- improve border control processing at port; and,
- facilitate and safeguard legitimate passenger traffic.

IV.D BRI Data Processing

Border Control Agencies should only request BRI data from cruise operators who directly operate cruises that enter, depart or transit through ports situated in their territories, either as scheduled cruises or as the result of an unplanned diversion to a port situated in their territories (in the latter case the ability to provide BRI data may be limited).
It is important that data is protected and therefore a Border Control Agency obtaining BRI information should, as a minimum:

- limit the use of the data to the purpose for which it is collected
- restrict access to such data
- limit the period of data storage, consistent with the purposes for which data is transferred
- ensure that individuals are able to request disclosure of the data that are held concerning them, consistent with these guidelines, in order to request corrections or notations, if necessary
- ensure that individuals have an opportunity for redress
- ensure that data transfer protocols and appropriate automated systems are in place to access or receive the data in a manner consistent with these guidelines

Border Control Agencies should not require BRI data from a cruise operator that does not physically operate a cruise to a port situated in their territories when that cruise operator's designator code is used to identify a cruise operated by another cruise operator as part of a marketing or code-sharing agreement. Ultimately, the operator of the vessel is responsible for the provision of information.

IV.E Methods of BRI data transfer

There are two possible methods of BRI data transfer currently available:

1. The “pull” method, where Border Control Agencies requiring the data can reach into (“access”) the cruise operator’s system and extract or “pull” a copy of the required data from its database.
2. The “push” method where cruise operators transmit or “push” the required data elements into the database of the authority requesting them.

However, it is recommended that a Border Control Agency adopt the “push” method because of the operator’s position as the guardian and controller of the BRI. BRI required by a Border Control Agency should be transferred through a single representative agency of the requesting country using the “single window” concept.

IV.F Message Formats:

Standard message formats based on JavaScript Object Notation (JSON) has been established and should be used to avoid difficulties and the significant additional costs that would be caused by the introduction and use of bespoke national standards.

The standard JSON message format has been developed in conformance with the WCO Data Model and adopted specifically to handle transport operator passenger manifest transmissions to governments and to facilitate the Border Control Agency response. Implementation guides for both messages are included as appendices to these Guidelines. These appendices will be amended regularly in accordance with the DMR process to reflect the latest developments. Border Control Agencies and aircraft and cruise operators should contact the WCO, IATA, ICAO, CLIA or IMO to ensure they obtain the most up-to-date version of the API Message Implementation Guide (MIG).

IV.GFrequency and timing of BRI data transfer

When developing the technical capability to enable BRI data to be pushed, countries should determine the frequency and timing of the data transfer, taking into consideration the limitations and capabilities of cruise operators’ systems.

The timing and frequency of data transfer should be limited to that necessary for operational purposes. Border Control Agencies should routinely be provided with data on a scheduled basis and should seek to minimize the number of times BRI data is transmitted for a particular cruise.

Where Border Control Agencies identify a specific threat, they may request data for a given passenger, cruise or BRI on an ad-hoc basis in accordance with procedures established between cruise operators and a Border Control Agency.

IV.HFiltering of BRI data

The Border Control Agency requiring BRI data should consult with operators providing the data regarding the most efficient method(s) for the filtering of data taking into full consideration available technological solutions and applicable laws or regulations.

Appropriate mechanisms should be installed to ensure that only required BRI data elements are pushed by the cruise operator to, or pulled by, the relevant Border Control Agency.

Border Control Agencies may decide whether the filtering will take place within the individual systems of cruise operators or of their authorized agents or within the system of the receiving Border Control Agency.

IV.I Storage of BRI data

BRI data should be stored by the receiving Border Control Agency for no longer than is reasonably necessary for the stated purposes related to their collection and for auditing or redress purposes, in accordance with its country’s legislation or laws.

IV.J API Interaction with BRI Requirements:

API has been characterized as identity data that is generally known about a person. In comparison, BRI data, which is a variety of information about a person's travel reservation, can help to reveal what is not readily known about a person (such as travel trends, patterns, etc.). BRI data is collected through the cruise operator travel reservation process and subject to national legislation transmitted to Border Control Agencies prior to the departure of the cruise ship. BRI data may contain information such as dates of travel, travel itinerary, ticket information, contact details, travel agent, means of payment, seat or cabin number and baggage information. cruise operators provide BRI data to government border and security services so they can screen travellers for links to illegal activity, particularly terrorism and serious transnational crime. The transmission of API, coupled with BRI data, provides Border Control Agencies with the ability to identify potentially high-risk travellers who may require further examination.

Example: Threat Identification Linking API and PNR

A radicalized individual received explosives training from individuals affiliated with a terrorist group. He later travelled internationally. Immediately following a failed detonation of a vehicle-borne improvised explosive device in a large city, API was used together with PNR to link the individual to information uncovered in the time-sensitive investigation of the failed detonation. The Border Control Agency also quickly discovered that the person had just booked an international departure. The Border Control Agency apprehended him before he boarded the aircraft.

API and BRI analysed together can provide Border Control Agencies with a consolidated view of data about a person entering or departing so an accurate decision about traveller admissibility and risk can be rendered. BRI complements API and other information such as visa application information and biometrics to provide a complete picture of the traveller's identity and means of travel as relevant for border enforcement purposes. This is done by comparing API and BRI data with the relevant databases and on the basis of targeting rules that are derived from investigations and intelligence that indicate how terrorists and criminals use travel. The goal is to identify travellers who may need additional scrutiny.

Case Study: Dynamic Network Analysis at Korea Customs Service

The Korea Customs Service (KCS) has recognized that increasingly sophisticated fraud actors can evade traditional fraud detection approaches. KCS has observed that having the capability to dynamically analyse all available data from a variety of sources is necessary to identify key relationships that are consolidated in a knowledge-based system. The use of Dynamic Network Analysis (DNA) to combat fraud is gaining acceptance, enabling investigators to uncover and prevent increasingly sophisticated fraud schemes.

To uncover the relationships among organized smuggling groups in the high-risk passenger selectivity context, KCS has designed a knowledge model with the use of past and current flight passenger information (API/PNR and the historical investigation results), generating real-time passenger association networks indicating travel patterns throughout the years.

This is the next generation of air passenger intelligence system that identifies the hid-den relationships between known organized criminal group members and upcoming flight passengers in real time (instead of many hours of manually drawn networks). This has the potential to uncover tangible criminal relationships and networks.

There is a need for national legislation to collect and process API and BRI, as well as measures to ensure proper privacy and data protection protocols are maintained. This is of greater relevance with BRI data, as it is information collected from passengers by the cruise operator for their own business use and subsequently transmitted to Border Control Agencies for law enforcement use; a different purpose to that for which it was originally processed. Officials with access to BRI data should undergo initial and periodic training on privacy, policy and system requirements related to the data to access and maintain access to the requisite systems. Users with access to this data may be required to certify on a periodic basis that they have read and understand the conditions and requirements associated with the data.

V Setting Up an API and BRI Processing Capability

V.A Overview of the Five Essential Components:

Establishing a national programme to develop the capability to process API and BRI should have five distinct components or projects. Starting as projects in support of the programme, these will become part of the "business as usual" procedures of maintaining and operating the capability to process API and BRI. They are:

- Legal
- Operational
- Technical
- Cruise operator engagement
- Programme and Policy Management

V.A.1 Legal

The establishment and operation of national API and BRI systems require a basis in law which should be transparent and accessible to all individuals who are, or may be, affected by the establishment and operation of the system.

The legal project supporting the national programme will need to undertake an assessment of current law, including laws and regulations conceived for the disclosure of traveller manifests manually and on paper. This assessment can provide an indication of the extent to which new laws, or amendments to existing laws, will be required.

Once the necessary legislation is implemented, there remains a need for a process to maintain the legislation and make any necessary changes as international standards develop and change.

More information is provided below in section V. C.

V.A.2 Operational

Before any API or BRI data is processed, Border Control Agencies should consider establishing a multi-agency Passenger Information Unit (PIU) that will receive API and BRI transmitted through a single window and will operate its watch listing and targeting capabilities. Many countries have established PIUs (or "targeting centres") to collect, process, and analyse API and BRI data to enable the prevention, detection, investigation, and prosecution of terrorism and serious crime. PIUs often host several agencies that have border security, customs, immigration, and national security responsibilities. This multi-agency collaboration enhances coordination of the traveller clearance process and targeting, and reduces duplication and unnecessary delays to travellers.

The operational project should establish terms of reference for the PIU, which clarifies the roles and responsibilities of the PIU, sets out its standard operating processes and its relationships with the national, regional, and local competent authorities. This will include agencies responsible for different operational functions at the border, such as, customs, immigration, policing, and public health. Once the vision for the PIU is established, there is a need to determine the size of the PIU and which authorities will provide staff to it. As members of the PIU are recruited and on boarded there is a need for training and mentoring on the skills and expertise they require.

V.A.3 Technical

Processing of API and BRI data requires secure connections to cruise operators, a capability to process API against watch lists, especially in the case of iAPI, in real time in advance of the operation of services, the capability to store and retain data, to maintain data protection safeguards and to disclose API and/or BRI data to the competent authorities when necessary and appropriate to the conduct of their legal responsibilities. These capabilities can be obtained from a single technical provider or as integrated components from a number of suppliers. Using

a number of suppliers can mean more competitive tendering for system changes. Safeguards and well-defined backup procedures are essential, especially in the case of iAPI, where a system outage effectively halts the check-in operation altogether. Border Control Agencies with cruise operators should ensure that technical support contacts are available to handle outage procedures and queries, where practicable, on a 24/7 basis.

V.A.4 Cruise operator engagement:

An effective API and BRI programme are dependent on collaboration and engagement with cruise operators. Development of the programme in compliance with international standards, including technical standards, provides clarity to cruise operators and their technical suppliers about technical and data requirements. Many cruise operators and their suppliers will have experience from other jurisdictions where API and BRI have previously been required or which have supported the implementation of standardised requirements.

V.A.5 Programme and policy management:

Ensuring any new API/iAPI and BRI capability is effectively implemented and monitored are important activities that should not be overlooked. Programme and Policy Management are essential for ensuring that there is a central node able to coordinate the different technical areas and to provide guidance to stakeholders. The Programme and Policy area should be responsible for developing and managing national programmes, and related legislation, regulations and policies that govern them. This includes providing programme strategy and policy direction, as well as coordinating communications, industry compliance, developing training materials and producing implementation and guidance. It would also take the lead in identifying programme integrity challenges as well as exploring opportunities for any proposed or existing programme and operational changes.

V.B Assistance to Border Control Agencies Implementing API and BRI Systems:

When implementing API and BRI systems, Border Control Agencies should consider all of the resources and technical assistance available to aid them.

In 2019, the United Nations Office of Counter Terrorism (UNOCT) partnered with the UN Counter-Terrorism Committee Executive Directorate (CTED), ICAO, the Office of Information Communication Technology (OICT) and the United Nations Office on Drugs and Crime (UNODC) to launch the UN Countering Terrorist Travel (CTT) programme. The objective of the CTT programme is to assist Member Countries in building their capacities to prevent, detect, investigate and prosecute terrorist offences and other serious transnational crimes, including their related travel, by collecting and analysing traveller data, both API and BRI, in accordance with UNSCR 2396, ICAO Annex 9 Standards and Recommended Practices (SARPs), as well as other international law obligations.

The WCO offers its Global Travel Assessment System (GTAS) and has published guidance on how to build an API and BRI programme. The United States (U.S.), through the U.S. Customs and Border Protection, shares its comprehensive API and BRI system and technology, the “Automated Targeting System-Global (ATS-G)” and its expertise to authorities seeking to implement API and BRI systems. The International Organization for Migration (IOM) Immigration and Border Management (IBM) Division also provides countries with technical assistance and capacity-building support to strengthen their traveller identification management capacities and API and BRI implementation.

V.C Clear Legal Basis for API and BRI Collection and Processing:

API provides Border Control Agencies with data that was traditionally acquired upon the traveller’s physical arrival and presentation at an immigration control point. API in the context of these Guidelines enables the transmission of the data to Border Control Agencies earlier in time and through electronic means with the aim of identifying travellers who may pose a risk. Border Control Agencies use this information for screening and targeting purposes to identify inbound and outbound travellers who may warrant additional scrutiny (i.e. passengers who present the highest risk to border or public safety). At

the same time, API and BRI data allows for improving facilitation and the traveller experience based on the faster clearance of low-risk travellers, improved compliance, reduced inspection times and most importantly, the safety and security of the cruise ship and its travellers.

As cruise operators collect, store, and transmit API and BRI to Border Control Agencies, they must do so in accordance with applicable national legislation. As API and BRI is not always required for cruise operators' business purposes, a country's legislation drives the collection, storage, and sharing of this data with Border Control Agencies. Therefore, the obligation for cruise operators to provide traveller related information must be based on legal provisions, which should include rules for its collection, use and storage, along with measures to protect the information and safeguard privacy. To ensure clarity, legislation should focus on a Border Control Agency's authority to require the receipt of this information in advance, noting that this is information that authorities would receive later in the travel continuum.

As the central principle of international guidance for API and BRI programmes is to enable the development of technical standards that can readily be implemented by Border Control Agencies and industry, sufficient legal authority needs to be established at the national level. In addition, overarching guidance provided by international standards and recommended practices are also highly useful in this space. For example, on the international level, basic rules for the use of API, iAPI and BRI are developed in the Revised Kyoto Convention of the WCO.

Each Border Control Agency may have different processes for establishing their respective national legal authority for API and BRI, but it is common for a Border Control Agency to approve legislation that is signed into law. While national legislation varies from country to country, there is a significant degree of commonality within the provisions of such legislation.

An effective approach is to pass a law that, by regulation or decree, requires a Border Control Agency to impose obligations on cruise operators to provide conveyance and traveller information for all travellers on a cruise. This could also include an interactive component (iAPI) to provide cruise operators with boarding instructions.

A cruise operator is obliged to observe the laws of both the country from which it transports passengers (country of departure) and the country to which these passengers are transported (destination country).

If the laws of the country of departure prevent a cruise operator from complying with the requirements of the destination country, both countries should enter into consultation, as soon as possible, to resolve this conflict of laws.

V.D Data Protection and Privacy Considerations

Privacy and data protection legislation has been enacted in many countries in recent years in order to protect individual rights to privacy and to allow individuals to exercise their rights relating to the use of their personal data. Globally, extensive discussions have been conducted between Border Control Agencies and cruise operators to identify best practices, ensure both carrier and Border Control Agency systems are communicating properly, and ensure the highest level of privacy protection.

Border Control Agencies should establish and update privacy documents to reflect changes in data collection, whether mandatory or voluntary submissions of data. These documents are decision tools to identify and mitigate privacy risks that notify the public of:

1) What Personally Identifiable Information (PII) is being collected
2) Why the PII is being collected
3) How the PII will be collected, used, accessed, shared, safeguarded and stored.

More broadly, privacy and data protection legislation typically requires that personal data that is subject to automated (computer) processing have the following attributes:

- Obtained and processed fairly and lawfully
- Stored for legitimate purposes and not used in any way incompatible with those purposes
- Adequate, relevant, and not excessive in relation to the purposes for which they are stored
- Accurate and, where necessary, kept up to date

- Preserved in a form which permits its identification for no longer than is required for the purposes for which the data is stored

V.D.1 Rights of data subjects

The following rights of data subjects should be guaranteed:

- the right to be informed that their personal data are being collected and processed,
- the right to request access to their personal data,
- the right to seek modifications in their personal data (especially where it is outdated or inaccurate), and
- the right to an appropriate remedy (on an administrative or judicial level), in the case of the unlawful processing of this person's personal data, or where a decision was wrongly made about this person, as a result of the data processing, and that it affects him or her significantly.

V.D.2 The designation of an Oversight Authority

The Oversight Authority, in charge of supervising the overall application of data protection safeguards and mechanisms by private and public entities, including the law enforcement agencies, shall be designated in the legal and/or regulatory framework on maritime traveler data.

This authority shall be able to conduct independent oversight of the processing operations and should thus not be involved in the latter. It should, ideally, possess investigative and sanction powers; but it may also submit a case to the appropriate jurisdiction/courts, where, following its assessment and formal processes, may determine that a data protection breach or violation to the privacy of an individual existed.

For Member States that already have a data protection framework (meaning both the privacy legislation and institutional body), the Oversight Authority would normally be the Data Protection (or Privacy) Commission. For countries where this framework does not exist yet, another authority could assume this role, such as the Human Rights Commission, the Ombudsman Office or other, until the appropriate body is established.

V.D.3 The appointment of a Data Protection Officer (DPO)

The DPO is an individual or legal entity, inside the PIU, whose function is to ensure that the collected data is adequately processed, used, stored, transferred, and protected by the staff, in the light of applicable data protection and privacy laws and rules.

The DPO represents "the eyes and ears" of the Oversight Authority, to the extent that it supervises on a daily basis the processing of data by the PIU – whereas the Oversight Authority would rather intervene upon request or when it is made aware of a possible data privacy violation.

The DPO should, however, not be an obstacle to the data processing and be considered, instead, as an adviser, who stands available to provide the PIU with relevant support to ensure the adequate protection of the processed data within the Unit.

The appointment of a DPO is recommended when dealing with air passenger data.

V.D.4 The prohibition on processing sensitive data

The legal and/or regulatory framework on maritime traveler data should forbid the analysis and use of sensitive (personal) data (meaning information related to racial or ethnic origin, political opinions, religious or philosophical beliefs, trade union membership or data concerning their health, sexual life or sexual orientation) and, therefore, provide for its deletion by the PIU, or the designated competent authority, where it is received.

V.D.5 The determination of a data retention period

Personal data should not be kept indefinitely. The legal and/or regulatory framework on maritime traveler data should stipulate a data retention period for BRI, upon the expiry of which this information should be deleted or anonymized, unless it is needed in connection

with a specific case, risk or threat. Reference could also be made to the applicable national law on personal data.

VII Costs and Benefits to Industry and Border Control Agencies

These Guidelines identify the potential benefits and costs of global standards for API and BRI. Some of the benefits include increased safety and security which underscore this work. Secondarily, through efficient and automated tools and practices, border processing can be streamlined and wait times reduced.

The costs, which are incurred by both cruise operators and Border Control Agencies, can be measured with some confidence. The benefits which API and BRI can bring are more difficult to quantify. This section of the Guidelines seeks to identify areas where costs will likely be incurred by both industry and Border Control Agencies so that potential API and BRI users are aware of the cost implications and can measure these in their own company or administration.

While considering API and BRI systems, potential providers of the traveller data (the cruise operators) and potential users of the data (the Border Control Agencies), will need to examine and become informed of the costs and the benefits. The goal is to ensure that all of the benefits can be realized amid the financial outlays from both a start-up viewpoint and for ongoing operations.

VII.A Industry Costs:

The principal costs for cruise operators are associated with system development/integration and capture of traveller details for transmission to the origin and/or destination country of a cruise. Costs may be incurred in other areas as well, such as additional check-in staff to cope with the extended period of time required to complete check-in formalities, additional check-in desks, hardware acquisition and maintenance, etc. Various techniques can be used to offset these costs to some degree, such as agreements with governments, machine-readable passports, and “upstream” capture of passenger data at the time of booking, etc.

The adaptation of cruise operators’ automated reservation systems and/or DCS to collect, convert, and transmit API and BRI, and to respond to expanding data requirements, may also incur costs.

Since some Border Control Agencies already have arrival and departure API requirements based on the international PAXLST message standard, many cruise operators have already implemented changes to process API. The costs to add requirements from additional Border Control Agencies are reduced for these cruise operators. The adaptation of cruise operators’ automated reservation systems and/or DCS to collect, convert, and transmit API and BRI, and to respond to expanding data requirements, will also incur costs.

iAPI systems are more complex than non-interactive batch-style systems. Costs associated with their development, implementation and ongoing maintenance/operations can be significant for both governments and cruise operators. As many Border Control Agencies have established iAPI capabilities for aviation travel, the addition of cruise travels many not be difficult to establish. Cruise Operators should consider implementing existing systems used in aviation travel instead of creating new systems. Ongoing maintenance costs may also be incurred in respect of the above-mentioned systems. Finally, there may be recurring costs for data transmission in respect of the traveller data for each API and BRI record.

VII.B Industry Benefits

The passenger data captured at the time of check-in (primarily through automated scanning of the passenger’s travel document) could, in some instances, enhance cruise operator’s security and help to ensure that all passengers carry the valid official travel documents required for admission to the destination country. This has the potential of reducing cruise operator exposure to penalties for transporting travellers that are not properly documented – as well as not carrying persons on-board who will be refused admission in the destination country.

Where Border Control Agencies have implemented iAPI programmes and are able to provide real-time "Board/Do Not Board" responses at the time of check-in, iAPI systems that check documents can also reduce cruise operator costs by adding efficiency to the check-in processes. iAPI systems can check electronic travel authorizations, visas, and passports that allow cruise operators to more readily identify travellers who can use phone, internet, or kiosk check-in processes to obtain boarding passes. The process also can assist in identifying travellers who do not have current valid documents and reducing the number of potential penalties for transporting improperly documented individuals. This may also eliminate the need to manually verify passengers against the government "watch list" if this is done through the iAPI response.

VII.C Border Control Agency Costs:

Without the existence of a national, integrated Border Control database, there can be notable costs involved in developing a unified system. Ideally, establishing a single inter-agency database for traveller clearance would be most desirable. This is not only a more efficient means of processing traveller list data received by API and BRI but also more economical, since the development cost would be spread over a number of Border Control Agencies which could contribute based upon their projected use of the system.

Where a Border Control database already exists yet is only available to a single agency, costs may be incurred if the decision is made to share information with or between multiple agencies. It is technically feasible to have API and BRI feeding one or more Border Control Agency systems independently. However, it seems prudent and cost-efficient to adopt a coordinated approach to API and BRI amongst the Border Control Agencies, having the API and BRI processed by one single system rather than simultaneously by several different systems.

Apart from costs involving the development of new systems or the merging of existing systems, there may be costs incurred on the system development side associated with the secure electronic receipt of traveller data. Incoming data will need to be converted to a format that is compatible with the receiving system. There may be a cost involved in enhancing existing systems to perform this function. The system may also need to produce certain additional outputs associated with the processing of API and BRI, such as lists of travellers for closer investigation, statistical reports, performance evaluations, compliance monitoring, etc.

Depending on decisions made by Border Control Agencies, there may be some costs incurred when connecting their system to one or more selected data networks used to receive traveller data electronically. Costs may be incurred related to ongoing maintenance and upgrading of systems.

There may also be costs associated to hiring additional resources or reallocating resources to stand up a PIU, compliance monitoring for the provision and data quality of the information, 24/7 support for cruise operators, program/policy management, etc.

VII.D Border Control Agency Benefits:

One of the major benefits of API and BRI for the Border Control Agencies is the enhanced enforcement capability realised through advance notification of the arrival and departure of potential or known offenders, suspected terrorists or persons who will be refused admission at the destination. API and BRI permits a thorough and rigorous screening of inbound and outbound travellers to be carried out before their arrival or departure, identifying travellers that present a highest risk and allowing for the faster throughput of low-risk passengers. Ultimately, early transmission and screening of traveller API facilitates and enhances the effectiveness of the border security/border management process and can complement aviation and maritime security processes. Analysis of the API and BRI before either the departure or the arrival of travellers against databases can result in faster clearance of low-risk travellers, improved compliance and reduced inspection times.

The matching of the API against alert lists is particularly effective in identifying documents on the INTERPOL SLTD and Travel Documents Associated with Notices (TDAWN) databases, and in taking preventive measures in case of travel by individuals against whom there are legally sanctioned INTERPOL and/or UN travel restrictions or prohibitions. Border Control Agencies and cruise operators

may use publicly available lists of individuals who are subject to travel bans, wanted individuals, or those with a criminal history.

Since traveller data is provided in an electronic, readily processed format, there should be data capture savings, as Border Control officials may not be required to perform traditional data entry operation when a traveller arrives at an entry or departure point. The accuracy of the data captured should also improve given the lack of opportunity for human error. In essence, API and BRI provides for the more effective allocation of Border Control Agency resources and the increased automation of traveller processing may result in reduced staffing costs over time.

An effective API and BRI programme can be the foundation for secure travel and efficient border processing. This can result in fewer numbers of inadmissible travellers who need to be returned. Electronic submission of API and BRI can reduce the need for some paper-based entry documents, such as visa waiver forms, that are carried on board cruise ships, filled out by travellers during travel and collected by Border Control Agencies upon arrival. The process can also reduce the resources needed to process legitimate travellers upon arrival, where more travellers can readily use automated processing or their biometrics for part of the arrival processing. This may allow for increased throughput of legitimate travellers with touchless processes and can result in fewer missed cruise connections.

VII.E Data Maintenance Request:

The WCO Policy Commission and Council agreed to develop API and BRI data standards for cruise ships at their meetings in December 2020. The standard was proposed to enable Border Control Agencies to ensure safe operation of cruise ships in the post-COVID-19 travel environment. The standards were developed by the Passenger Facilitation and Control Working Group (PFCWG), a WCO Working Group which reports to the WCO Policy Commission through the Permanent Technical Committee (PTC). The PFCWG completed the standards development and submitted the result of its work to the PTC and subsequently the Policy Commission and Council.

The Maritime API and BRI Standard Maintenance Procedure is put in place to ensure that the standards are up to date, relevant and able to accommodate potential new requirements by Border Control Agencies. The Maintenance Procedure helps the standards to be adaptive to experiences, lessons learnt and feedback from implementing the standard. Considering that the Maritime API and BRI standards concern instruments maintained by several international organizations, i.e. the World Customs Organization (WCO) and International Maritime Organization (IMO), the Maintenance Procedure aims to ensure that any change request is processed in accordance with decision-making processes in place within respective international organizations and submitted with clear purpose and sound business needs and justification.

The Maintenance Procedure includes several activities:

- Submission
- Review
- Presentation
- Decision
- Update the standard
- Quality Control
- Technical Maintenance
- Endorsement

VII.E.1 Submission

The Maritime API and BRI Standard Maintenance Procedure commences with submitting a Data Maintenance Request(s) (DMR). The DMR may be submitted by WCO Members or partner international organizations, i.e., Cruise Line International Association (CLIA) or IMO.

The DMR should be submitted to the WCO Secretariat (email: *WCO-PFCWG@wcoomd.org*, Subject Line: "Maritime API BRI DMR" at least six weeks prior to the date of a PFCWG Meeting in which the DMR will be discussed and based on the DMR form in appendix IV.

VII.E.2 Review

Following the receipt of DMRs, the WCO Secretariat will publish the DMRs as a PFCWG Meeting Document at least four weeks prior to the date of a PFCWG Meeting in which the DMR will be discussed. WCO Members and registered participants of the PFCWG Meeting will have the opportunity to review the DMR attached to the relevant Meeting document.

VII.E.3 Presentation

The submitter shall present the DMR to the PFCWG during its Meeting when the DMR is discussed.

VII.E.4 Decision

Following the presentation of the DMR by the submitter, the PFCWG may deliberate the DMR and if appropriate, make a decision. Only PFCWG Members are eligible to make the decision. The possible decision of the PFCWG includes:

- Approve: The PFCWG approves the submitted DMR. PFCWG approval should be based on consensus and explicitly supported by at least two other PFCWG Members
- Defer: The PFCWG agrees to postpone the discussion of the DMR to the next PFCWG Meeting.
- Not Supported: The PFCWG agrees not to support the DMR.

VII.E.5 Update the standard

When the PFCWG approves the submitted DMR(s), the Secretariat updates the standard based on the DMR(s).

VII.E.6 Quality Control

The submitter examines and reviews the updated standard to ensure that the approved DMR(s) are incorporated into the Standards correctly. Other PFCWG Members or Observers may voluntarily contribute to reviewing the updated standard. Feedback from the review of the updated standard should be provided to the WCO Secretariat in writing.

VII.E.7 Technical Maintenance

When the approved DMR(s) require changes to the technical specifications of the Maritime API and BRI, the PFCWG will forward the approved DMR to the Data Model Projects Team (DMPT) to incorporate the DMR into the WCO Data Model (WCO DM)

VII.E.8 Endorsement

The WCO Secretariat submits the approved DMR to the relevant working bodies, namely the PTC, as Annex to the PFCWG Summary Report; and the IMO Expert Group on Data Harmonization (EGDH) / Facilitation (FAL) Committee, as Annex to EGDH/FAL Meeting document.

VIII Operational Issues Processing Activities

VIII.A Setting Up an Operational Capability:

The key to effective API and BRI programmes is the configuration of business processes, systems architecture, identification of roles/responsibilities, and the supporting legal framework that creates an optimal operational environment along the travel continuum. The collection and verification of data will occur at different stages of the travel continuum. Alignment of national government requirements based on existing international operations can create a streamlined process that enhances security for governments, industry, and the travelling public, while improving facilitation and the traveller experience.

As an initial implementation, Border Control Agencies can require the submission of a batch API message which can be used to conduct pre-arrival checks for more efficient arrival processing. To further supplement pre-arrival checks, BRI data can be used since additional data may be available in the reservation. For the most efficient processing of travellers, iAPI is also utilized. This allows for the identification of travellers who pose a threat to a cruise and pre-departure document checks, provides automated boarding instructions to cruise operators, and may be used for automated arrival processing, including biometric processing.

VIII.B The Applicability of the "Single Window" Concept:

The "single window" concept has considerable relevance in the context of an API and BRI system. Given the variety of Border Control Agencies operating at international air and sea ports (e.g. customs, immigration, police, quarantine, health and safety, agriculture, etc.) as well as the varied level of inter-agency cooperation, duplication and other inefficiencies can result. Different agencies frequently have their own automated systems for traveller processing without information sharing or linkages to other governmental systems. The strict division of responsibilities between the agencies and a lack of system integration means that traveller processing can be unnecessarily prolonged.

While the single window has commonly been known as a trade facilitation mechanism, the concept also applies to traveller processing. In this context, the single window would permit the cruise operator to transmit traveller information in a standardized format only one time to the Border Control Agencies via a single portal. The single window concept places the onus on the authorities to manage the single window and to ensure that all participating authorities or agencies are either given access to the information or actually given the information by the managing authority. It eliminates the need for the traveller or transporter to submit the same data to several different Border Control Agencies within the same country.

Information should be provided through a country's Single Window systems. This could be a Maritime Single Window or other Border Control Windows as long as the information is provided to one single point.

VIII.C Inter-agency Cooperation in the Context of API and BRI

In the development of API and BRI systems, inter-agency cooperation at the national level and broader cooperation with Border Control Agencies, industry and international organizations should be pursued. This applies from the development phase, during implementation and during ongoing operations.

Generally speaking, inter-agency cooperation remains a key principle of effective border operations. Although the level of cooperation between the various Border Control Agencies varies across the world, there are concrete examples of cooperative efforts that rationalize procedures, reduce personnel and other resources, facilitate traveller processing, and enhance overall security. With regard to the larger inspection processes that take place within the framework of border control (e.g., Customs, immigration, agriculture, etc.), adopting "whole of government" processes are an important undertaking. Government policy-setting and reinforcement of inter-agency collaboration has become a vital and well-known good practice, particularly in the field of coordinated border management.
Given that the scope of these Guidelines is specific to API and BRI, the most important and relevant concept in this context is having a single window capability to enable a coordinated border experience for travellers. With increasing inter-agency cooperation, the case for the development of inter-agency automated systems serving the needs of two or more agencies becomes more compelling. This has a

direct impact on the “on-the-ground” procedures, with a single Border Control Officer conducting all initial and simple controls. Increasing interagency cooperation has been a major traveller facilitation improvement, avoiding the complexity of a traveller queuing separately to pass multiple border inspections.

VIII.D Watch listing:

The overall goal of watch listing efforts is to ensure that potential known threats, particularly threats of terrorism or serious transnational crime, are identified prior to the departure of the cruise ship. Supporting legislation can enable Border Control Agencies to issue procedures for the collection of traveller information on international cruises and the comparison of such information using watch lists before the departure of the cruise ship. Border Control Agencies use the watch list(s) of known and suspected criminals or terrorists to screen passengers and crew members travelling on cruises to and from the subject country. The automated comparison of API and BRI against watch lists is particularly effective in taking preventive measures in the event of travel by individuals with documents on the INTERPOL SLTD or TDAWN, and against whom there are legally sanctioned UN and/or INTERPOL travel restrictions or prohibitions.

Example: Watch-list Match – Denied Boarding Foreign

Upon performing database research, Border Control Agency Officers at the Passenger Information Unit (PIU)/targeting centre identified a person attempting to travel who was a possible match to a record on the watch list. The PIU coordinated with the agency that owns the watch list information to validate that the traveller was a positive match. The PIU also found that the same traveller had been refused entry on two other occasions in the previous three months. Based on the PIU's coordination with the foreign airport, the traveller was prevented from boarding the aircraft.

VIII.E Pre-departure Interventions:

Border Control Agencies recognize the need to screen traveller manifests information prior to the departure of cruise ships travelling to or from, or transiting through, their territory. Countries have therefore enacted legislation and established procedures to allow for pre-departure screening of travellers. Whether the API or BRI is received or analysed before the departure of the cruise ship, it is important for Border Control Agencies to receive manifest information in sufficient time to be able to perform security analysis and take appropriate action. Several Border Control Agencies have determined that the best practice is to receive and analyse the information prior to the departure of cruise ship. To meet this requirement, Border Control Agencies can receive and screen required data before passengers’ board cruise ships bound for or departing from the country. These requirements serve as a layer of protection against high-risk travellers while facilitating legitimate travel.

For international travel, one country’s departure is another country’s arrival. Some Border Control Agencies have implemented modern API and BRI programmes that take into consideration the impacts pre-departure interventions can have on each leg of the journey. For example, some Border Control Agencies and cruise operators can implement iAPI to provide “Board/No-Board” messages at the point of origin for through check-in passengers. This could include messages such as Board/Do not Board, Ok/Not Ok, Red/Green/Yellow or others to indicate to a cruise ship that the passenger is able to board or may need to speak to Border Control Agencies for more information. This can streamline processes for cleared passengers and reduce the cases where a traveller is not cleared at a mid-point during the journey. The process can involve initial, automated vetting of the data against watch lists and travel authorizations by the system, and a quick response, sending the initial result for each passenger to the cruise operator as either a ‘‘cleared” (“board”), ‘‘not-cleared” (“do not board”), or “other” advisory messages. Passenger data that matches or possibly matches data on the watch list will generate a ‘‘not-cleared’’ response from the system. An inadequate passenger record of transmitted API that cannot be properly vetted will also generate a ‘‘not-cleared’’ response.

The message returned to the cruise operator by the system upon completion of the initial vetting determines what action they will take with respect to each passenger: the cruise operator will not issue a boarding pass to, or board, any passenger generating a ‘‘not-cleared’’ instruction. The Border Control Agency will then conduct further analysis of the information related to a passenger generating a ‘‘not-cleared’’ response to confirm matches and resolve false positives. At the same time, the aircraft

operator may liaise with designated authorities to seek resolution of the ‘‘not-cleared’’ message by providing additional information, if necessary.

This advance notification to the Border Control Agencies by cruise operators using electronic data interchange is the essence of how API and BRI information flows and its inherent value in being received at the earliest practicable point in time. There are a number of benefits that can be realized from the efficient use of Information Technology (i.e., computerized traveller screening/clearance systems). The deployment of such systems, incorporating traveller selection criteria developed on the basis of high-quality intelligence, has a positive impact on enforcement activities. Information Technology can be further harnessed to ensure that details of arriving and departing traveller are received in advance - thus allowing the Border Control Agencies adequate time to prevent possible threats from boarding cruise ships.

Example: Visa Revocation – Denied Boarding Foreign

Upon performing database research, Border Control Agency Officers at the Passenger Information Unit (PIU)/targeting centre identified a person attempting to travel who was a possible match to a visa revocation record indicating likely involvement in terrorist activities. The PIU coordinated with the agency that owns the visa information to determine that the traveller was a positive match to the record and confirmed that the traveller's visa had been revoked. The aircraft operator security office in the foreign airport was advised, and the aircraft operator subsequently denied the traveller's boarding.

X WCO Policy Points

As the international organization responsible for Customs matters, the WCO has, as its goal, the simplification/ harmonization of Customs formalities and the promotion of efficient means of Customs control. This covers traveller movements as well as movements of commercial cargo across international boundaries.

Due to the increased risk, such as transnational organized crime and international terrorism, Customs administrations have had to enhance their controls on travellers in order to apprehend offenders and to minimize the risk posed on global security.

The combined effect of the need to enhance controls together with the growth in traveller traffic has placed a severe strain on the resources of Customs and other Border Control Agencies. The result has seen delays and increased pressure on airport and cruise ship facilities, many of which were designed to cater to much lower passenger volumes.

The interest of the WCO in API and BRI stems mainly from its responsibility to help its Members target their scarce resources and at the same time, improve their service to travellers. The WCO sees its role as:

- Providing its Members with information concerning API and BRI programme development, and the benefits it can bring
- Providing a forum in which the constraints on API and BRI can be discussed and hopefully resolved
- Seeking to jointly agree standards with the cruise operator industry so that API and BRI does not develop and proliferate in an inconsistent or unstructured way.

The WCO sees API and BRI as a very useful technique to enhance border integrity while maintaining facilitation for low-risk travellers, which benefits Customs and other Border Control Agencies, cruise operators, port authorities, and travellers. The revised Kyoto Convention took this into account and API is now included in the Specific Annex J1 (Travellers) of the Convention as “Recommended Practice”. The technique has already been used with great success and is likely to expand in the future.

Like the WCO, industry groups such as IMO and CLIA have constantly sought to eliminate unnecessary forms and procedures in international cruise travel.

Collection of passenger details at the time the passenger checks in for a cruise may present additional workload for cruise operators at a point in the system where staff and facilities are frequently stretched to maximum capacity. Given the practical constraints and financial ramifications associated with data capture and transmission, industry strongly support a global standard where required information should be limited to that which can be captured by automated means from an official travel document and, where required under national legislation, from the transporting cruise operator’s own reservation and/or departure control systems. This passenger-specific information can then be augmented by basic cruise details, also retrieved from the cruise operator’s systems by automated means.

With this in mind, WCO sees particular benefit in co-operating with industry groups such as IMO and CLIA to define the data and message sets for API and BRI systems.

These Guidelines focus on a harmonized approach to data collection and transmission to all interested Border Control Agencies via globally interoperable message structures and formats. In today’s environment, Border Control Agencies in the country of origin, in transit countries, and at the final destination may individually mandate provision of traveller information and a failure to adopt a common globally recognized approach will result in unnecessary complexity for systems needed to support multiple data exchange process requirements. The costs associated with developing and managing multiple applications may be unsustainable for many stakeholders involved in the process.

Ultimately, to achieve the greatest possible efficiency, traveller data exchange processes must evolve to the point where a common and globally agreed data set is collected once only from each traveller for whom it is required, transmitted once to all those having the legal authority to request and view that data, and then used in the most efficient way possible based on clearly established risk analysis criteria and consistent with acceptable data privacy rules.

XI Conclusion

As stipulated in these Guidelines, the cost-effective and efficient use of API and BRI/API depends on a common understanding by cruise operators and Border Control Agencies to adopt and implement harmonized data standards, formats, and transmission processes. The implementation of API and BRI systems has the capability of bringing substantial advantages to all involved in the movement of travellers globally. The WCO support the effectiveness of API and BRI data exchange processes, where adopted in accordance with these Guidelines.

To facilitate this objective, Appendices to this paper contain data and messaging standards that are recommended by the WCO, IATA, ICAO, CLIA and IMO.

To take full advantage of the benefits from API and BRI, including enhancement of safety and security, reduction of the labour costs and waiting time at the border, it is important for all concerned, cruise operators, and Border Control Agencies, to recognize API and BRI characteristics outlined in these Guidelines and further promote development of API and BRI systems that enable accurate and efficient collection, smooth transmission, and sufficient use of API and BRI data.

Appendix I: DIAGRAMS ON MACHINE READABLE ZONES OF MACHINE-READABLE TRAVEL DOCUMENTS

ICAO DOCUMENT 9303 (8th Edition, 2021) provides a more detailed description of machine readable travel documents.

Appendix B to Part 4

CONSTRUCTION OF THE MACHINE READABLE ZONE OF THE PASSPORT DATA PAGE (INFORMATIVE)

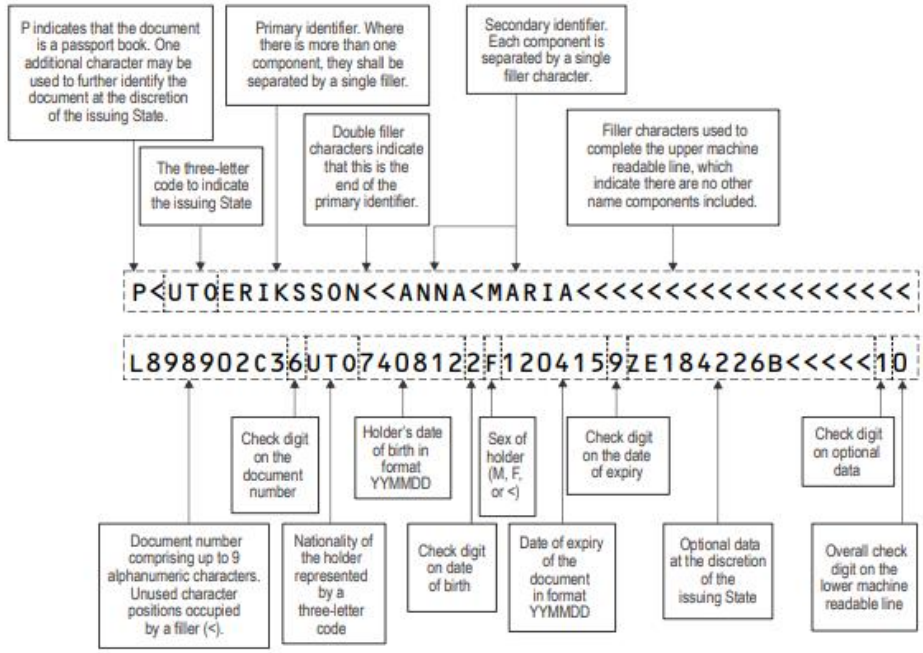

Figure B-1. Example showing the sequence and content of data elements in the MRZ

Note 1.— Three-letter codes are given in Doc 9303-3.

Note 2.— Dotted lines indicate data fields; these, together with arrows and comment boxes, are shown for the reader's understanding only and are not printed on the document.

Note 3.— Data is inserted into a field beginning at the first character position starting from the left. Any unused character positions shall be occupied by filler characters (<).

http://www.wcoomd.org/en/topics/facilitation/instrument-and-tools/tools/api-pnr.aspx

Appendix II: INSTRUMENTS OF THE WCO API

1. WCO instruments

(1) The Revised Kyoto Convention, Specific Annex J1

8. Recommended Practice

The Customs, in co-operation with other agencies and the trade, should seek to use internationally standardized advance passenger information, where available, in order to
facilitate the Customs control of travellers and the clearance of goods carried by them.

(2) Recommendations

RECOMMENDATION OF THE CUSTOMS CO-OPERATION COUNCIL CONCERNING ADHERENCE TO STANDARDS IN RELATION TO DATA REQUIREMENTS FOR ADVANCE PASSENGER INFORMATION (API)
(6 July 1993)

THE CUSTOMS CO-OPERATION COUNCIL,

NOTING the compliance risk posed by airline passengers especially with regard to drug trafficking
and international terrorism,

NOTING the use of Electronic Data Interchange (EDI) by both carriers and Customs authorities
and the potential benefits that use of this technology can bring,

RECOGNISING that the electronic transmission of passenger-related data can result in the more
rapid clearance of passengers and can have important control benefits for Customs
authorities,

HAVING REGARD to Annex J.1. of the Kyoto Convention which requires, inter alia, computer applications implemented by Customs authorities to use internationally accepted standards,

DESIRING specifically to simplify and harmonise interface arrangements between (air) carriers and
Customs authorities particularly as regards the use of standard data elements, codes and
message syntax,

RECOMMENDS that Members of the Council and members of the United Nations Organisation or

its specialised agencies, and Customs or Economic Unions, should adhere to the standards
set out in the Joint CCC/IATA Guideline on Advance Passenger Information, and any future
updated or revised versions of these standards, for the electronic exchange of passenger data,

REQUESTS Members of the Council and members of the United Nations Organisation or its specialised agencies, and Customs or Economic Unions which accept this Recommendation
to notify the Secretary General of the Council of the date from which they will apply the Recommendation and of the conditions of its application. The Secretary General will transmit this information to the Customs administrations of all Members of the Council. He will
also transmit it to the Customs administrations of the members of the United Nations Organisation or its specialised agencies and to Customs or Economic Unions which have accepted this Recommendation.

RECOMMENDATION OF THE CUSTOMS CO-OPERATION COUNCIL[5]
CONCERNING THE USE OF ADVANCE PASSENGER INFORMATION (API)
AND PASSENGER NAME RECORD (PNR)
FOR EFFICIENT AND EFFECTIVE CUSTOMS CONTROL
(June 2015)

THE CUSTOMS CO-OPERATION COUNCIL,

NOTING the continued and growing threat posed by serious transnational crime, inter alia illicit
trafficking in drugs and other contraband, which are of serious concern to social well-being and
safety and to the prosperity of nations around the world,

NOTING the continuing growth in the volume of cross-border travel movements and the challenges this creates for the facilitation of legitimate travellers,
HAVING REGARD to provisions of the revised Kyoto Convention[6], specifically Chapter 6 of the
General Annex on Customs Control and Chapter 1 of the Specific Annex J on Travellers,

RECOGNIZING that Customs administrations have the prime responsibility for controlling cross-
border movements of goods, means of transport and people, and thus they are best placed to
prevent, detect and suppress illicit trafficking in drugs and other contraband at the border before
they disperse into the territories,

NOTING the incidents of close linkages between serious transnational crime and terrorism, and
the need to mitigate perceived risks posed by travellers,

[5] Customs Co-operation Council is the official name of the World Customs Organization (WCO)
[6] International Convention on Simplification and Harmonization of Customs Procedures (as amended)

RECOGNIZING that the proper balance between the needs of Customs enforcement and the facilitation of legitimate travel can best be achieved if Customs enforcement is intelligence-based, and that the use of API and/or PNR for risk assessment would greatly assist Customs administrations in developing and exploiting the best possible intelligence for the control of travellers,

DESIRING to harmonize the interface arrangements between Customs administrations and business, particularly as regards the electronic transmission of API and/or PNR data in line with
internationally standardized data elements and messaging formats,

BELIEVING that effective border control against serious transnational crime, inter alia illicit trafficking in drugs and other contraband and implementation of UN travel restrictions against sanctioned individuals, can be greatly assisted by co-operation between Customs administrations and other competent border control agencies at the national and international
levels, and that exchange of information can significantly aid risk assessment and targeting and,
as a consequence, improve the facilitation of legitimate travel,

RECOMMENDS that Members of the Council and Customs or Economic Unions should:

1. ensure that prevention, detection and suppression of serious transnational crime, inter alia illicit trafficking in drugs and other contraband, be promoted and remain as one of the priorities of the Customs authority's enforcement strategy and programmes;

2. seek the fullest co-operation of airlines and the other international passenger transport businesses to assist the Customs in fulfilling its mission;

3. utilize advance information, namely API and/or PNR, for the risk assessment of travellers and :

    - establish legal authority to acquire access to, or require to transfer, use and store API and /or PNR data along with the conditions thereof and scope of data required to this end, and put in place mechanisms for the protection of the pertinent data,

    - adhere to the technical standards, formats and procedures set out in the internationally recognized guidelines, and

3.

    - to the extent possible, take part in the work for devising or updating international technical standards, formats and procedures as well as best practices in the application thereof;

4.

4. promote co-operation with, and extend support to other Customs administrations, within the national legal framework, including the exchange of intelligence and experience in the use of API and/or PNR with a view to further efficient and effective identification of potentially high-risk travellers.

5. effectively support the implementation of UN travel bans against sanctioned individuals.

REQUESTS Members of the Council and Customs or Economic Unions which accept this Recommendation to notify the Secretary General of the Council of the date from which they will
apply the Recommendation and of the conditions of its application.

Appendix III: DATA MAINTENANCE REQUEST (DMR) FORM

PFCWG
Data Maintenance Request

WCO LOG	
DATE	
User ref	RoFA2021.001
User date	15-March-2022

Originator	The Republic of Far Away
Contact Person	John Doe
Email	John.Doe@mail.com
Phone	(000) 0001000
Attached documentation	None
Business need / Justification	Elaboration goes here

Purpose	Description of purpose
Example	

WCO id	00A
WCO name	Declaration
WCO definition	XYZ
Format Representation	AN...23

Code Name (*):	
Code TAG (*):	
Code definition (*):	
Code Note:	
Based on data element:	
Based on composite:	
Based on segment:	

Composite TAG (*):	
Composite Name (*):	
Action (*):	
Composite Definition (*):	
Composite Note:	

Based on Segment (*):	

Segment TAG (*):	
Segment Name (*):	
Action (*):	
Segment Definition (*):	
Segment Note (*):	

Position	Data Element Tag	Data Element Name	M/C

Request	Add new data element “Number of wheels” of the aircraft
Status	Accepted / Withdrawn / Was not supported
Supported by	

Appendix IV: DATA SET RELATED TO ADVANCE PASSENGER INFORMATION (API)

Data Number	Data Element	Definition	Format	Code lists	Business rules	Notes
Ship Details						
IMO0142	Ship Name	The ship's name shown on the IMO ship's certificates.	an..70			(PFC-2)
IMO0136	Ship call sign	A unique ship's identification used primarily for radio communications.	an..7			(PFC-3)
IMO0140	Ship IMO number	The unique ship identification number shown on its IMO ship's certificate.	an..7		Proposal for a BR which stated that a National Registration Number should be provided in case there is no IMO number.	(PFC-4)
IMO0138	Ship flag State, coded	A code representing the nationality of the ship shown on its IMO ship's certificate.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT codes 3207)		(PFC-5)

IMO0326	Ship MMSI number	The unique radio identification number (ship station identity).	n9			(PFC-6)
Voyage Information						
IMO0191	Voyage number	An operator-assigned reference code for the ship's voyage.	an..17			(PFC-8)
IMO0013	Arrival/departure code	A code in the message to show whether the information is submitted for the ship arrival or departure.	a1	A or D		(PFC-9)
IMO0111	Port of departure, coded	The code representing the port from which the ship departs.	an5	UN/LOCODE		(PFC-10)
IMO0112	Port of departure name	A name and country of the port from which the ship departs.	an..256		BR 21 BR 00	(PFC-11)
IMO0066	Date and time of departure - estimated	The date and time the ship is estimated to depart from a specified location, ETD.	an..35		BR 01	(PFC-12)
IMO0108	Port of arrival, coded	A code representing the port where the ship arrives.	an5	UN/LOCODE		(PFC-13)

IMO0109	Port of arrival name	A name and country of the port where the ship arrives.	an..256		BR 21 BR 00	(PFC-14)
IMO0064	Date and time of arrival - estimated	The date and time the ship is estimated to arrive at a specified location, ETA.	an..35		BR 01	(PFC-15)
IMO0144	Location in port	The name of the berth, terminal or station where the ship is located in the referenced port.	an..70			(PFC-16)
IMO0084	Next port of call, coded	The port immediately subsequent to the port of departure.	an5	UN/LOCODE		(PFC-17)
IMO0085	Next port of call name	The name and country of the port immediately subsequent to the port of departure.	an..256			(PFC-18)
	Date and time of next port of arrival - estimated	The date and time the ship is estimated to arrive the next port.	an..35		BR 01	(PFC-19)
Reporting Party						
IMO0007	Agent identification number	The recognized identification number used by the ship’s agent at the port of notification.	an..17			(PFC-21)
IMO0010	Agent name	The name of the agent at the port of arrival.	an..70			(PFC-22)

IMO0003	Agent country code	A code representing the country address of the referenced agent at port.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-23)
IMO0012	Agent street and number/P.O. Box	The postal delivery point such as street and number or post office box of the referenced agent at port.	an..256			(PFC-24)
IMO0001	Agent City	The city of the referenced agent at port.	an..35			(PFC-25)
IMO0011	Agent postcode	An alphanumerical code representing the postal area of the referenced agent at port.	an..9			(PFC-26)
IMO0002	Agent contact name	The agent's employee contact name.	an..70			(PFC-27)
IMO0006	Agent email	The email address for the referenced agent at port.	an..50			(PFC-28)
IMO0008	Agent landline number	The landline telephone number for the referenced agent at port.	an..50			(PFC-29)
IMO0009	Agent mobile number	The mobile number for the referenced agent at port.	an..50			(PFC-29)
Traveller Type						

IMO0107	Person type, coded	A code representing the type of a person on board the ship, such as master, crew member or passenger.	an..3	UN/EDIFACT codes 3035		(PFC-31)
	Person onboard indicator	A “yes/no” indicator whether the person is onboard.	n1	yes/no indicator (1=yes, 0=no)		(PFC-32)
Name (as per travel document)						
IMO0098	Person family name	The family name of the referenced person.	an..70			(PFC-34)
IMO0100	Person given name	The given name of the referenced person.	an..70			(PFC-35)
Date of Birth (as per travel document)						
IMO0097	Person date of birth	The referenced person’s date of birth as shown on the person’s identity document.	an..35			(PFC-37)
IMO0106	Person place of birth name	The name of the referenced person’s place of birth as shown on the person’s identity or travel document.	an..35		BR 20	(PFC-38)
Gender (as per travel document)						

IMO0099	Person gender, coded	A code representing the gender of the referenced person.	an..3	UN/EDIFACT Codes 3499		(PFC-40)
Travel Document						
IMO0105	Person nationality, coded	A code representing the nationality of the referenced person as shown on the person's identity or travel document.	a2	ISO 3166-1 alpha-2 code		(PFC-42)
IMO0104	Person Identity or travel document type, coded	A code representing the type of the referenced person's presented identity or travel document.	an..3	UN/EDIFACT codes 1001	BR 10	(PFC-43)
IMO0103	Person identity or travel document number	The unique control number assigned to the referenced person's identity or travel document by the issuing nation.	an..70			(PFC-44)
IMO0259	Person identity or travel document issue date	The issue date shown on the referenced person's identity document.	an..35			(PFC-45)
IMO0101	Person identity or travel document expiry date	The expiry date shown on the referenced person's identity document.	an..35			(PFC-46)
	Person national ID number	The unique number assigned to the referenced person by the government and used for identification purposes.	an..70			(PFC-47)
Visa						

IMO0095	Person visa number	The unique number assigned to the referenced person’s visa by the issuing nation.	an..70			(PFC-49)
	Person visa issue date	The date when the referenced person’s visa was issued.	an..35			(PFC-50)
	Person visa issue location, coded	The code representing the location where the referenced person's visa was issued.	an5	UN/LOCODE		(PFC-51)
	Person visa issue location, name	The name of the location where the referenced person's visa was issued.	an...256			(PFC-52)
Place of Embarkation						
IMO0091	Place of embarkation, coded	The code representing the port from which the referenced person embarked the ship.	an5	UN/LOCODE		(PFC-54)
IMO0094	Person port of embarkation name	The name of the port from which referenced person embarked.	an..256		BR 21 BR 00	(PFC-55)
IMO0219	Person embarkation date and time	Date and time when the person embarked the ship by invitation or boarded without invitation.	an..35		BR 01 BR 31	(PFC-56)

IMO0093	Person port of disembarkation, coded	The code representing the port from which the referenced person plans to disembark the ship.	an5	UN/LOCODE		(PFC-57)
IMO0092	Person port of disembarkation name	The name of the port from which referenced person plans to disembark.	an..256		BR 21 BR 00	(PFC-58)
	Person disembarkation date and time	Date and time when the person disembark the ship.	an..35		BR 01 BR 31	(PFC-59)
IMO0089	Person in transit indicator	A “yes/no” indicator of whether the referenced person is in transit to a foreign country.	n1	yes/no indicator (1=yes, 0=no)		(PFC-60)
Traveller Contact Information						
	Person country of primary residence code	A code representing the country of the referenced person’s primary residence.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-62)
	Person street and number/P.O. Box of primary residence	The postal delivery point such as street and number or post office box of the referenced person’s primary residence.	an..256			(PFC-63)
	Person city of primary residence	The city of the referenced person’s primary residence.	an..35			(PFC-64)

	Person postcode of primary residence	An alphanumerical code representing the postal area of the referenced person’s primary residence.	an..9			(PFC-65)
	Person landline number	The landline telephone number for the referenced person.	an..50			(PFC-66)
	Person mobile number	The mobile number for the referenced person.	an..50			(PFC-66)
	Person email	The email address for the referenced person.	an..50			(PFC-67)
Cabin Information						
	Cabin / room number	Number of the cabin / room.	an..7			(PFC-69)
Additional Details Relating to Crew						
IMO0043	Crewmember rank or rating, coded	A code representing the referenced crewmember's rank or rating on the ship.	an..5	to be defined	BR 09	(PFC-71)
IMO0042	Crewmember rank or rating name	The description of the referenced crewmember's rank or rating on the ship	an..70			(PFC-72)
	Crewmember performing longshore or	A code to show whether the referenced crewmember performs longshore or shoreside work.	a1	L = “longshore”, S = “shoreside”		(PFC-73)

	shoreside work code					
Seamans Book						
	Seaman’s book number	A unique number assigned to the referenced Seaman’s book.	an..17			(PFC-75)
	Seaman’s book issue date	The date when the referenced Seaman’s book was issued.	an..35			(PFC-76)
Vehicle Details						
	Vehicle details carried on board of a ferry	Details of a vehicle carried on board of a ferry.	an..256			(PFC-78) Required for ferry related movements
Booking Reference						
	Unique booking number	Unique number to identify specific booking.	an..17			(PFC-80) PNR locator Prospective data, as maritime API/PNR processes mature
	Passenger unique Identifier	Unique number to identify specific passenger.	an..17			(PFC-81) PNR locator Prospective data, as maritime API/PNR processes mature

Appendix V: DATA SET RELATED TO BOOKING/RESERVATION INFORMATION(BRI)/PASSENGER NAME RECORD (PNR)

Data Number	Data Element	Definition	Format	Code lists	Business rules	Notes
Service and voyage information						
IMO0142	Ship Name	The ship's name shown on the IMO ship's certificates.	an..70			(PFC-101)
IMO0140	Ship IMO number	The unique ship identification number shown on its IMO ship's certificate.	an..7			(PFC-102)
IMO0191	Voyage number	An operator-assigned reference code for the ship's voyage.	an..17			(PFC-103)
IMO0108	Port of arrival, coded	A code representing the port where the ship arrives.	an5	UN/LOCODE		(PFC-104)
IMO0109	Port of arrival name	A name and country of the port where the ship arrives.	an..256		BR 21 BR 00	(PFC-104)

IMO0064	Date and time of arrival - estimated	The date and time the ship is estimated to arrive at a specified location, ETA.	an..35		BR 01	(PFC-105)
IMO0111	Port of departure, coded	The code representing the port from which the ship departs.	an5	UN/LOCODE		(PFC-106)
IMO0112	Port of departure name	A name and country of the port from which the ship departs.	an..256		BR 21 BR 00	(PFC-106)
IMO0066	Date and time of departure - estimated	The date and time the ship is estimated to depart from a specified location, ETD.	an..35		BR 01	(PFC-107)
PNR Reporting party						
	Agent type, coded	A code representing the type of agent.				(PFC-108) E.g. vessel, ships agent, master
IMO0010	Agent name	The name of the agent at the port of arrival.	an..70			(PFC-109)
IMO0002	Agent contact name	The agent's employee contact name.	an..70			(PFC-110)
IMO0006	Agent email	The email address for the referenced agent at port.	an..50			(PFC-111)

IMO0008	Agent landline number	The landline telephone number for the referenced agent at port.	an..50			(PFC-112)
IMO0009	Agent mobile number	The mobile number for the referenced agent at port.	an..50			(PFC-112)
	Agent telefax number	The telefax number for the referenced agent at port.	an..50			(PFC-113)
PNR name details						
IMO0100	Person given name	The given name of the referenced person.	an..70			(PFC-114)
IMO0098	Person family name	The family name of the referenced person.	an..70			(PFC-115)
	Total number of passengers	Total number of passengers related to the booking.	n..2			(PFC-116)
	Travel group name	If part of a group, the name of a travel group related to the booking.	an..70			(PFC-117) If part of a group
PNR contact information						
	Person country of primary residence code	A code representing the country of the referenced person’s primary residence.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-118)

	Person street and number/P.O. Box of primary residence	The postal delivery point such as street and number or post office box of the referenced person’s primary residence.	an..256			(PFC-118)
	Person city of primary residence	The city of the referenced person’s primary residence.	an..35			(PFC-118)
	Person postcode of primary residence	An alphanumerical code representing the postal area of the referenced person’s primary residence.	an..9			(PFC-118)
	Billing country code	A code representing the country of the referenced person’s billing address.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-119)
	Billing street and number/P.O. Box	The postal delivery point such as street and number or post office box of the referenced person’s billing address.	an..256			(PFC-119)
	Billing city	The city of the referenced person’s billing address.	an..35			(PFC-119)
	Billing postcode	An alphanumerical code representing the postal area of the referenced person’s billing address.	an..9			(PFC-119)

	Person email	The email address for the referenced person.	an..50			(PFC-120)
	Person landline number	The landline telephone number for the referenced person.	an..50			(PFC-121)
	Person mobile number	The mobile number for the referenced person.	an..50			(PFC-121)
All collected APIs data						
IMO0100	Person given name	The given name of the referenced person.	an..70			(PFC-122)
IMO0098	Person family name	The family name of the referenced person.	an..70			(PFC-123)
IMO0105	Person nationality, coded	A code representing the nationality of the referenced person as shown on the person's identity or travel document.	a2	ISO 3166-1 alpha-2 code		(PFC-124)
IMO0104	Person identity or travel document type, coded	A code representing the type of the referenced person's presented identity or travel document.	an..3	UN/EDIFACT codes 1001	BR 10	(PFC-125)

IMO0103	Person identity or travel document number	The unique control number assigned to the referenced person’s identity or travel document by the issuing nation.	an..70			(PFC-126)
IMO0102	Person identity or travel document issuing nation, coded	A code representing the nation issuing the referenced person’s presented identity or travel document.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-127)
IMO0259	Person identity or travel document issue date	The issue date shown on the referenced person's identity document.	an..35			(PFC-128)
IMO0101	Person identity or travel document expiry date	The expiry date shown on the referenced person’s identity document.	an..35			(PFC-129)
IMO0099	Person gender, coded	A code representing the gender of the referenced person.	an..3	UN/EDIFACT Codes 3499		(PFC-130)
IMO0097	Person date of birth	The referenced person’s date of birth as shown on the person’s identity document.	an..35			(PFC-131)
IMO0106	Person place of birth name	The name of the referenced person’s place of birth as shown on the person’s identity or travel document.	an..35		BR 20	(PFC-132)

	Additional travel document number	The number of any additional travel document when the official travel document is not required.	an..70			(PFC-133)
IMO0095	Person visa number	The unique number assigned to the referenced person’s visa by the issuing nation.	an..70			(PFC-134)
	Person visa issue date	The date when the referenced person’s visa was issued.	an..35			(PFC-134)
	Person visa issue location, coded	The code representing the location where the referenced person's visa was issued.	an5	UN/LOCODE		(PFC-134)
	Person visa issue location, name	The name of the location where the referenced person's visa was issued.	an...256			(PFC-134)
Loyalty scheme information						
	Loyalty scheme membership number	The number for of the cruise line loyalty scheme membership for the referenced person.	an..70			(PFC-135)
	Loyalty scheme membership status	The status or level of the cruise line loyalty scheme membership for the referenced person.	an..70			(PFC-136)
	Loyalty scheme entitlements associated with the booking	The entitlements, special privileges or bonus given to the referenced person related to the cruise line	an..256			(PFC-137) E.g. collection of loyalty points

		loyalty scheme membership.				
	Loyalty scheme redemptions associated with the booking	The claims or redemptions used by the referenced person as part of membership to a loyalty scheme.	an..256			(PFC-138) E.g. redemption of loyalty points for payment, upgrades, services, etc.
Booking reference information						
	Unique booking number	The unique number given at the time the reservation was made.	an..70			(PFC-139) Where applicable
	Date on which the booking was first created	The creation date of the booking.	an..35			(PFC-140)
	Passenger unique identifier	Unique number to identify specific passenger.	An..70			(PFC-141) If created by operator
Ticketing information						
	Ticket number	Unique ticket number assigned to the referenced person for this voyage.	an..70			(PFC-142) If tickets are issued
	Fare type	The type of fare or ticket booked.	an..35			(PFC-143) E.g. promotional

All collected travel itineraries for PNR						
IMO0091	Person port of embarkation, coded	The code representing the port from which the referenced person embarked the ship.	an5	UN/LOCODE		(PFC-144)
IMO0094	Person port of embarkation name	The name of the port from which referenced person embarked.	an..256		BR 21 BR 00	(PFC-144)
IMO0219	Person embarkation date and time	Date and time when the person embarked the ship by invitation or boarded without invitation.	an..35		BR 01 BR 31	(PFC-145)
	Intermediate port of call, coded	The code representing the port between embarking and disembarking.	an5	UN/LOCODE		(PFC-146)
	Intermediate port of call, name	The name and country of the port between embarking and disembarking.	an..256		BR 21 BR 00	(PFC-146)
IMO0064	Date and time of arrival - estimated	The date and time the ship is estimated to arrive at a specified location, ETA.	an..35		BR 01	(PFC-147)
IMO0093	Person port of disembarkation, coded	The code representing the port from which the referenced person plans to disembark the ship.	an5	UN/LOCODE		(PFC-148)

IMO0092	Person port of disembarkation name	The name of the port from which referenced person plans to disembark.	an..256			(PFC-148)
	Person disembarkation date and time	Date and time when the person disembarked the ship by invitation or boarded without invitation.	an..35		BR 01 BR 31	(PFC-149)
	Inbound connection - booking reference number	The reference number for an inbound connection to the cruise for the referenced person's connected booking	an..70			(PFC-150)
	Inbound connection - Departure port, coded	The code representing the international port of departure on which the referenced person is joining the cruise for connected bookings.	an5	UN/LOCODE	BR 21 BR 00	(PFC-151)
	Inbound connection - departure port, name	The name and country of the port of departure on which the referenced person is joining the cruise for connected bookings,	an..256		BR 21 BR 00	(PFC-151)
	Inbound connection - departure date and time – estimated	The date and time of departure from the international port for the referenced person to join the cruise for connected bookings.	an..35		BR 01 BR 31	(PFC-152)

	Inbound connection - arrival port, coded	The code representing the international port of arrival on which the referenced person is joining the cruise for connected bookings	an5	UN/LOCODE	BR 21 BR 00	(PFC-153)
	Inbound connection - arrival port, name	The name and country of the port of arrival from which the referenced person is joining the cruise for connected booking.	an..256		BR 21 BR 00	(PFC-153)
	Inbound connection - Arrival date and time	The date and time of arrival at the international port for the referenced person to join the cruise for connected bookings	an..35		BR 01 BR 31	(PFC-154)
	Inbound connection - Route identifier	The cruise line code, flight number or route identifier for an inbound connection	an..35			(PFC-155) E.g. flight number, cruise identifier, etc.
	Inbound connection – Type of travel	The travel mode or type for an inbound connection for a connected booking	an..35			(PFC-156) E.g. air, cruise, rail
	Inbound connection - Class of travel	The class of travel for an inbound connection for a connected booking	an..35			(PFC-157)
	Outbound connection - booking	The reference number for an outbound connection from the cruise for the	an..70			(PFC-158)

	reference number	referenced person’s connected booking.				
	Outbound connection - departure port, coded	The code representing the international port of departure from which the referenced person is leaving the cruise for connected bookings.	an5	UN/LOCODE	BR 21 BR 00	(PFC-159)
	Outbound connection - departure port, name	The name and country of the port of departure from which the referenced person is leaving the cruise for connected bookings,	an..256		BR 21 BR 00	(PFC-159)
	Outbound connection - departure date and time - estimated	The date and time of departure from the international port for the referenced person on leaving the cruise for connected bookings	an..35		BR 01 BR 31	(PFC-160)
	Outbound connection - arrival port, code	The code representing the international port of arrival from which the referenced person is leaving the cruise for connected bookings.	an5	UN/LOCODE	BR 21 BR 00	(PFC-161)
	Outbound connection – arrival port, name	The name and country of the international port of arrival from which the referenced person is	an..256		BR 21 BR 00	(PFC-161)

		leaving the cruise for connected bookings				
	Outbound connection - Arrival date and time	The date and time of arrival at the international port for the referenced person on leaving the cruise for connected bookings	an..35		BR 01 BR 31	(PFC-162)
	Outbound connection - route identifier	The cruise line code, flight number or route identifier for an outbound connection	an..35			(PFC-163) E.g. flight number, cruise identifier, etc.
	Outbound connection – type of travel	The travel mode or type for an outbound connection for a connected booking.	An..35			(PFC-164) E.g. air, cruise, rail
	Outbound connection - Class of travel	The class of travel for an outbound connection for a connected booking.	an..35			(PFC-165)
Form of payment information						
	Method of payment	The method of payment used to make the booking.	an..35			(PFC-166) E.g. cash, credit card, voucher, etc.
	Total amount paid	The total amount paid for the booking including the currency it was paid in.	n..16,6			(PFC-167)

	Fare amount paid	The amount paid for the cruise fare component of the booking including the currency it was paid in.	n..16,6			(PFC-168)
	Credit card number	The credit card number for the card used to make the booking including the credit card brand	an..16			(PFC-169) In accordance with PCI-DSS
	Credit card expiry date	The credit card expiry date for the card used to make the booking.	an..35			(PFC-170) In accordance with PCI-DSS
	Credit card - holder name	The full name, as printed on the card, of the card holder for the card used to make the booking.	an..70			(PFC-171) In accordance with PCI-DSS
Cabin information						
	Cabin / room number	Number of the cabin / room assigned to the referenced person	an..7			(PFC-172)
	Cabin type	Specific cabin type assigned to the referenced person.	an..35			(PFC-173) E.g. balcony, interior, ocean view, suite - for each passenger
Travel agent information						
	Type of association	The type of activity that has been added to the booking by a travel agency.	an..256			(PFC-174) E.g. originator, ticketing agent, changed the booking, etc.

	Travel agency name	The name of the travel agency.	an..70			(PFC-175)
	Travel agency street and number/P.O. Box	The postal delivery point such as street and number or post office box of the travel agency.	an..256			(PFC-176)
	Travel agency City	The city of the travel agency.	an..35			(PFC-176)
	Travel agency postcode	An alphanumerical code representing the postal area of the travel agency.	an..9			(PFC-176)
	Travel agency country code	A code representing the country address of the referenced of the travel agency.	a2	ISO 3166-1 alpha-2 code (UN/EDIFACT Codes 3207)		(PFC-176)
	Travel agency email	The email address for the travel agency.	an..50			(PFC-177)
	Travel agency landline number	The landline telephone number for the referenced travel agency.	an..50			(PFC-178)
	Travel agency, coded	A code representing the referenced travel agency.				(PFC-179) E.g. IATA equivalent codes for maritime, where applicable

	Travel agency contact name	The travel agency's employee contact name who made the booking.	an..70			(PFC-180) Or any identifiable agent specific number or code
Special or other service information collected						
	Additional booking information	Any additional text or comments recorded with the booking that do not fit into the other elements.	an…256			(PFC-181) E.g. tours or activities booked, VIP passengers, passengers from the travel industry, IP addresses for internet bookings, insurance purchased, accompanying vehicle / freight / cargo details (e.g. for ferry travel)
	All historical changes to the booking	All historical changes to the booking data in all other fields, including the dates they were changed	an…256			(PFC-182)