

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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JAARGANG 1974 Nr. 68

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A. TITEL

*Verdrag inzake het vergemakkelijken van het  
internationale verkeer ter zee,  
met Bijlage;  
Londen, 9 april 1965*

B. TEKST

De tekst van het Verdrag, met Bijlage, is geplaatst in *Trb.* 1966, 162. Zie ook rubriek J van *Trb.* 1971, 113 en rubriek J hieronder.

C. VERTALING

Zie *Trb.* 1966, 162.

D. PARLEMENT

Zie *Trb.* 1967, 174.

Bij brieven van 7 september 1971 (Bijl. *Hand.* II 1971 – 11 438 (R 809), nr. 1) is de wijziging dd. 28 november 1969 van de Bijlage bij het onderhavige Verdrag (tekst in rubriek J van *Trb.* 1971, 113) in overeenstemming met artikel 60, tweede lid, van de Grondwet medegedeeld aan de Eerste en de Tweede Kamer der Staten-Generaal en in overeenstemming met artikel 24, eerste lid, van het Statuut voor het Koninkrijk aan de Staten van Suriname en aan de Staten van de Nederlandse Antillen.

De in rubriek J hieronder afgedrukte gewijzigde tekst van artikel VII behoeft ingevolge artikel 60, tweede lid, van de Grondwet de goedkeuring van de Staten-Generaal alvorens te kunnen worden aangevaard.

E. BEKRACHTIGING

Zie *Trb.* 1967, 174 en *Trb.* 1971, 113.

Behalve de aldaar genoemde hebben nog de volgende Staten in overeenstemming met artikel X, tweede lid, van het Verdrag een akte van aanvaarding bij de Secretaris-Generaal van de Intergouvernementele Maritieme Consultatieve Organisatie nedergelegd:

Ierland .....	18 juni 1971
Griekenland .....	8 juni 1972
Italië .....	25 september 1972
Spanje .....	24 augustus 1973

F. TOETREDING

Zie *Trb.* 1967, 174 en *Trb.* 1971, 113.

Behalve de aldaar genoemde Staten hebben nog de volgende Staten in overeenstemming met artikel X, tweede lid, van het Verdrag een akte van toetreding bij de Secretaris-Generaal van de Intergouvernementele Maritieme Consultatieve Organisatie nedergelegd:

Fidji .....	29 november 1972
Nieuw Zeeland <sup>1)</sup> .....	27 juli 1973

<sup>1)</sup> Onder de verklaring dat de toetreding tot het Verdrag niet de Cook-eilanden, Niue en de Tokelau-eilanden omvat.

G. INWERKINGTREDING

Zie *Trb.* 1967, 174.

J. GEGEVENS

Zie *Trb.* 1966, 162, *Trb.* 1967, 174 en *Trb.* 1971, 113.

De tekst van het Verdrag is afgedrukt in „Recueil des Traités” van de Verenigde Naties, deel 591, blz. 266 e.v.

**1. Verwijzingen**

Voor het op 26 juni 1945 te San Francisco tot stand gekomen Handvest der Verenigde Naties zie ook, laatstelijk, *Trb.* 1973, 156.

Voor het op 26 oktober 1956 te New York tot stand gekomen Statuut van de Internationale Organisatie voor Atoomenergie zie ook *Trb.* 1973, 103.

Op 25 juli 1969 is te Boston door de Tweeëntwintigste Wereldgezondheidsvergadering aangenomen een Internationale Gezondheidsregeling welke blijkens haar artikel 99 onder meer de op 25 mei 1951 te Genève tot stand gekomen Internationale Sanitaire Regeling vervangt. De Engelse tekst, alsmede de vertaling in het Nederlands van de Regeling van 1969 is geplaatst in *Trb.* 1970, 30; zie ook *Trb.* 1971, 143.

## 2. Wijzigingen

Tijdens een van 16 tot 19 november 1973 te Londen gehouden Conferentie is in overeenstemming met artikel IX van het Verdrag een gewijzigde tekst van artikel VII van het Verdrag aangenomen.

Deze gewijzigde tekst zal ingevolge artikel IX van het Verdrag een jaar na aanvaarding van de wijziging door twee derden van het aantal Verdragsluitende Regeringen van kracht worden voor alle Verdragsluitende Regeringen, met uitzondering van die Regeringen die, alvorens de wijziging van kracht wordt, verklaren dat zij deze niet aanvaarden.

De Engelse en de Franse tekst van het gewijzigde artikel VII, alsmede de vertaling daarvan in het Nederlands, luiden als volgt:

**Amended text to Article VII of the Convention on Facilitation  
of International Maritime Traffic, 1965**

**Article VII**

(1) The Annex to the present Convention may be amended by the Contracting Governments, either at the proposal of one of them or by a Conference convened for that purpose.

(2) Any Contracting Government may propose an amendment to the Annex by forwarding a draft amendment to the Secretary-General of the Organization (hereinafter called the "Secretary-General"):

(a) Any amendment proposed in accordance with this paragraph shall be considered by the Facilitation Committee of the Organization, provided that it has been circulated at least three months prior to the meeting of this Committee. If adopted by two-thirds of the Contracting Governments present and voting in the Committee, the amendment shall be communicated to all Contracting Governments by the Secretary-General.

(b) Any amendment to the Annex under this paragraph shall enter into force fifteen months after communication of the proposal to all Contracting Governments by the Secretary-General unless within twelve months after the communication at least one-third of Contracting Governments have notified the Secretary-General in writing that they do not accept the proposal.

(c) The Secretary-General shall inform all Contracting Governments of any notification received under sub-paragraph (b) and of the date of entry into force.

(d) Contracting Governments which do not accept an amendment are not bound by that amendment but shall follow the procedure laid down in Article VIII of the present Convention.

(3) A conference of the Contracting Governments to consider amendments to the Annex shall be convened by the Secretary-General upon the request of at least one-third of these Governments. Every amendment adopted by such conference by a two-thirds majority of the Contracting Governments present and voting shall enter into force six months after the date on which the Secretary-General notifies the Contracting Governments of the amendment adopted.

(4) The Secretary-General shall notify promptly all signatory Governments of the adoption and entry into force of any amendment under this Article.

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**Texte modifié de l'article VII de la Convention de 1965  
visant à faciliter le trafic maritime international**

Article VII

1) L'Annexe de la présente Convention peut être modifiée par les Gouvernements contractants, soit sur l'initiative de l'un d'eux, soit à l'occasion d'une conférence réunie à cet effet.

2) Tout Gouvernement contractant peut proposer un amendement à l'Annexe en adressant un projet d'amendement au Secrétaire général de l'Organisation (ci-après dénommé „le Secrétaire général”) :

a) Tout amendement proposé conformément au présent paragraphe est examiné par le Comité de la simplification des formalités de l'Organisation, à condition qu'il ait été diffusé trois mois au moins avant la réunion dudit Comité. S'il est adopté par les deux tiers des Gouvernements contractants présents et votants, le Secrétaire général le communique à tous les Gouvernements contractants.

b) Tout amendement à l'Annexe adopté conformément au présent paragraphe entre en vigueur quinze mois après que le Secrétaire général a communiqué la proposition à tous les Gouvernements contractants, à moins qu'un tiers au moins des Gouvernements contractants n'ait, dans un délai de douze mois après cette communication, notifié par écrit au Secrétaire général qu'ils n'acceptent pas ladite proposition.

c) Le Secrétaire général informe tous les Gouvernements contractants de toute notification qu'il reçoit conformément à l'alinéa b) ainsi que de la date d'entrée en vigueur.

d) Les Gouvernements contractants qui n'acceptent pas un amendement ne sont pas liés par cet amendement mais suivent la procédure définie à l'article VIII de la présente Convention.

3) Le Secrétaire général convoque une conférence des Gouvernements contractants chargée d'examiner les amendements à l'Annexe lorsqu'un tiers au moins de ces Gouvernements le demande. Tout amendement adopté lors d'une telle conférence, par une majorité des deux tiers des Gouvernements contractants présents et votants entre en vigueur six mois après la date à laquelle le Secrétaire général notifie l'amendement adopté aux Gouvernements contractants.

4) Le Secrétaire général informe dans les meilleurs délais tous les Gouvernements signataires de l'adoption et de l'entrée en vigueur de tout amendement adopté conformément au présent article.

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**Gewijzigde tekst van artikel VII van het Verdrag inzake het  
vergemakkelijken van het internationale verkeer ter zee, 1965**

**Artikel VII**

(1) De Bijlage bij dit Verdrag kan door de Verdragsluitende Regeringen worden gewijzigd, hetzij op voorstel van een van hen, hetzij door een Conferentie die daartoe speciaal is bijeengeroepen.

(2) Elk van de Verdragsluitende Regeringen kan een voorstel doen tot wijziging van de Bijlage door toezending van een ontwerp-wijziging aan de Secretaris-Generaal van de Organisatie (hierna te noemen „Secretaris-Generaal“):

- (a) Elke overeenkomstig dit lid voorgestelde wijziging zal door de Vergemakkelijgingscommissie van de Organisatie in overweging worden genomen, mits een dergelijk voorstel ten minste drie maanden voor de bijeenkomst van de Commissie is rondgezonden. Indien de wijziging wordt aangenomen door twee derden van de in de Commissie aanwezige en hun stem uitbrengende Verdragsluitende Regeringen, zal hiervan door de Secretaris-Generaal aan alle Verdragsluitende Regeringen worden kennis gegeven.
- (b) Elke overeenkomstig het in dit lid bepaalde tot stand gekomen wijziging van de Bijlage wordt van kracht vijftien maanden na kennisgeving van het voorstel daartoe aan alle Verdragsluitende Regeringen door de Secretaris-Generaal, tenzij binnen twaalf maanden na een zodanige kennisgeving ten minste een derde van de Verdragsluitende Regeringen de Secretaris-Generaal schriftelijk heeft bericht dat zij het voorstel niet aanvaardden.
- (c) De Secretaris-Generaal geeft alle Verdragsluitende Regeringen kennis van elke overeenkomstig het bepaalde in paragraaf (b) ontvangen mededeling, alsmede van de datum waarop de wijziging van kracht wordt.
- (d) De Verdragsluitende Regeringen die een wijziging niet aanvaardden zijn niet door die wijziging gebonden, maar dienen de in Artikel VIII van dit Verdrag bepaalde procedure te volgen.

(3) Een Conferentie van Verdragsluitende Regeringen ter bestudering van wijzigingen van de Bijlage wordt door de Secretaris-Generaal bijeengeroepen op verzoek van ten minste een derde van deze Regeringen. Elke wijziging welke door een zodanige conferentie wordt aanvaard met twee derde meerderheid van de aanwezige en hun stem uitbrengende Verdragsluitende Regeringen, wordt van kracht zes maanden na de datum waarop de Secretaris-Generaal de

Verdragsluitende Regeringen kennis geeft van het aanvaarden van de wijziging.

(4) De Secretaris-Generaal geeft alle ondertekenende Regeringen onverwijld kennis van het aanvaarden en van kracht worden van elke overeenkomstig de bepalingen van dit artikel tot stand gekomen wijziging.

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### 3. Kennisgevingen als bedoeld in artikel VIII

De volgende Staten hebben een kennisgeving als bedoeld in artikel VIII van het Verdrag gedaan met betrekking tot de volgende normen:

#### 2.1 Norm

##### *Denemarken*

The Danish Customs Department reserves the right according to section 21.2 of the Danish Customs Act, to demand that the master of the ship, in addition to the documents mentioned in the Annex to the Convention, presents the pass (toldpas) issued to him by the Customs Authorities of countries with which Denmark has entered into an agreement on the issue of such document.

This document shows the amount of tobacco articles, wine and spirits held in stock on board the ship when it leaves port.

The Danish Customs Department further reserves the right, according to section 5 of the Helsinki Convention of 19 August 1925, to require from the master of a vessel of less than 500 tons carrying alcoholic beverages between member countries of that Convention, a document certified by the Customs Authorities of the country of departure containing information about loading and discharging of alcoholic beverages.

In the case of Greenland, the Danish Authorities reserve the right to claim documentation – additional to a Maritime Declaration of Health showing evidence that no one on board is suffering from syphilis.

##### *Ierland*

The practice obtaining in Ireland differs from Standard 2.1 in two respects. Firstly, the master of a passenger vessel in certain services is required to complete, for statistical purposes, a simple return of numbers of passengers arriving in or departing from the state in addition to the Passenger List.

Secondly, the master of a grain vessel, on arrival at an Irish port, is required to complete a notice giving particulars of the ship and storage.

##### *Joegoslavië*

A "Report on Import and Transit of Goods" is required in addition to the documents listed.

##### *Nieuw-Zeeland*

New Zealand requires in addition a list of prohibited and restricted immigrants, individual passenger arrival and departure cards and a master's certificate in respect of ship's meat, garbage and all live animals on board the ship.



### *Noorwegen*

The Norwegian Customs Directorate reserves the right to demand that the master on arrival of the ship, in addition to the documents mentioned in the Annex to the Convention, presents a special document – a “tollpass” – issued to him by the Customs Authorities of countries with which Norway has entered into an agreement on the issue of such document, showing the amount of tobacco articles, wines and spirits held in stock on board the ship on departure.

### *Trinidad en Tobago*

A List of Stowaways (in duplicate) and an Embarkation/Disembarkation Card in respect of each passenger embarking or disembarking are required in addition to the documents listed.

### *Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland*

Her Majesty's Government require a notice, to be completed by the master of grain ships on arrival in a UK port, giving particulars of the ship and storage.

The master of a ship arriving in a UK port is required to furnish a separate list of unmanifested parcels in his possession, as provided for in Recommended Practice 2.3.5.

On departure of a ship the UK currently controls the shipment of tobacco and spirits as stores for each particular voyage by a specific form of authorization separate from the stores declaration as represented by the model form.

### *Verenigde Staten van Amerika*

The US authorities require:

- (1) Clearance if issued at foreign ports.
- (2) Vessel Ownership Oath.
- (3) Application for a permit or special licence to load or unload passengers, cargo, baggage, or other articles.
- (4) Vessel Utilization and Performance Report and Container Statistical Report on both inbound and outbound movements.

## **2.2 Norm**

### *Verenigde Staten van Amerika*

In addition to the General Declaration, US Authorities require the “Master's Oath on Entry of Vessel in Foreign Trade” (Customs Form 1300) which also provides information relating to the ship.

### 2.2.3 Norm

#### *België*

Article 10 of the general law of Belgium of 26 August 1822 relating to the collection entry, exit and transit dues and excise, required that the General Declaration on the entry of a ship should be signed by the master and the first mate.

The provisions regarding Customs and Excise have been modified by the law of 16 February 1970.

It will no longer be necessary for the General Declaration on the entry of a ship to be signed by the first mate. The master's signature will henceforward be sufficient.

#### *Noorwegen*

Norwegian provisions differ from the Standard 2.2.3 in the respect that Norway will not accept on the *arrival* of a vessel, a General Declaration signed by any other person than the master or ship's officer duly authorized by the master and having knowledge of the matter to which the Declaration refers.

#### *Zweden*

Swedish provisions differ from the Standard 2.2.3 in the respect that Sweden will not accept on the *arrival* of a vessel, a General Declaration signed by any other person than the master or ship's officer duly authorized by the master and having knowledge of the matter to which the Declaration refers.

#### *Trinidad en Tobago*

For vessels less than 100 tons, the General Declaration should be dated and signed only by the ship's master.

#### *Verenigde Staten van Amerika*

The General Declaration must be signed by the master, or any licensed deck officer or purser. A ship's agent is not authorized to sign.

### 2.3.3 Norm

#### *Trinidad en Tobago*

For vessels less than 100 tons, the Cargo Declaration should be dated and signed only by the ship's master.

#### *Verenigde Staten van Amerika*

The Cargo Declaration has not been adopted by the United States. The manifest must be signed by the master or any licensed deck officer or purser. A ship's agent is not authorized to sign.

**2.4.1 Norm***Denemarken*

The Danish Customs Department reserves the right according to the Danish Customs Act, to require the master's personal signature on the stores declaration.

*Nieuw-Zeeland*

New Zealand requires also a master's certificate in respect of ship's meat, garbage and all live animals on board the ship.

**2.6.2 Norm***Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland*

Her Majesty's Government can accept only the signature of the master.

**2.7.5 Norm***Verenigde Staten van Amerika*

Passenger lists must be signed by the master or any licensed deck officer or purser. A ship's agent is not authorized to sign.

**2.9 Norm***Denemarken*

In the case of Greenland, the Danish Authorities reserve the right to claim that a vessel, at its first port of call in Greenland, shall obtain from the local medical officer a certificate of health which shall be the basic document providing information required by Port Authorities relating to the state of health on board a ship on all subsequent arrivals at Greenland ports during the voyage. The Greenland Port Authorities are not empowered to accept the Maritime Declaration of Health in lieu of such certificate.

*Verenigde Staten van Amerika*

Maritime Quarantine Declaration HSM 13.19 (NCDC) is required.

**2.10 Norm***Nieuw-Zeeland*

Generally the number of copies allowed for are in excess of New Zealand's requirements. However, in addition a copy of the master's certificate is required in respect of ship's meat, garbage and all live animals on board the ship. Also a copy of the master's bond and guarantee is required when live animals are on board.

*Trinidad en Tobago*

Instead of 4 copies of the Cargo Declaration, 6 copies are required by Customs Authorities.

**2.11 Norm***Nieuw-Zeeland*

New Zealand requires 4 copies of the passenger list when a ship leaves the country.

*Trinidad en Tobago*

4 copies of the Passenger List are required instead of 2 copies indicated in the Section and 2 copies of the Notice of Expected Departure should be added to the list of documents required by public authorities prior to departure of a ship.

**2.16 Norm***Griekenland*

The Law of Greece (Customs Regulations Article 18) leaves it to the discretion of the Minister of Finances to require the legalisation of the ship's manifest and/or the other documents of ships up to 100 tons arriving from foreign ports and not under a convention to carry mail. This discretion is allowed also in the case of ships of any tonnage if arriving from certain foreign ports to prevent smuggling or for some other reason.

*Madagascar*

The Malagasy Republic intends to relax forthwith Article 82 of Order No. 61-553 dated 12 October 1961 which required prior endorsement by its consuls of cargo declarations so that henceforth its consuls may endorse the aforesaid documents whenever so prescribed by the Customs legislation.

**3.10.1 Norm***Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland*

Although her Majesty's Government accepts a seafarer's document in lieu of a passport if it satisfactorily establishes nationality as well as identity, in the case of a seafarer's document issued to a non-national of the issuing country, Her Majesty's Government would require a guarantee of returnability to the issuing country, as well as the information specified in Standard 3.10.1.

### 3.10.2 Norm

#### *Denemarken*

A seafarer's identity document which is not made out in the Danish, English, French, Italian, Norwegian, Spanish, Swedish or German languages must state the bearer's identity and nationality in at least one of these languages.

#### *Polen*

In cases described in Standard 3.10.2 the acceptance by the Polish public authorities of the valid seafarer's identity document in place of a passport requires the obtaining of permission (visa) from the public authorities.

### 3.14 Norm

#### *Frankrijk*

The French Administration cannot accept the phrase: "unreasonable delay", since public authorities are not required to justify *a priori* the processes and conditions of their action.

#### *Madagascar*

The public authorities will accept without delay passengers and crew for examination provided notice is given by the ship to the immigration and port health services:

- on entry: 24 hours in advance with confirmation 3 hours in advance;
- on exit: confirmation 6 hours in advance.

### 3.15 Norm

#### *Canada*

Canadian Immigration Regulations provide for the imposition of penalties against a transportation company that fails to present certain control documents on behalf of passengers or crew members. Failure on the part of the company to present such documents has no bearing on the admissibility of the passengers. On the other hand, passengers who lack certain control documents or are found to be in possession of documents that are no longer valid may be ordered to be deported and the company is guilty of an offence and is liable for the costs of detention and deportation. In the circumstances, this Standard is unacceptable.

*Madagascar*

No interpretation of the provisions of Standard 3.15 will be accepted whereby the carrier is released from the obligation to retain on board ship passengers who have not satisfied the legal formalities for entry into the country.

*Nigeria*

This Standard is contrary to Section 16 of the Nigerian Immigration Act, 1963, which stipulates inter alia, that it is the duty of the person permitting the passenger to enter the ship (i.e. the shipowner) to take back his burden.

*Verenigde Staten van Amerika*

It is unlawful for any person including any transportation company or owner, master, commanding officer, agent, charterer or consignee, of any vessel or aircraft, to bring to the United States from any place outside thereof any alien who does not have an unexpired visa, if a visa is required. Violators are subject to fine and transportation costs. A penalty is also provided for failure to present a proper control document if a control document is required.

**3.16.1 Norm***Frankrijk*

The relevant French regulations do not permit this provision to be implemented as a Standard.

*Ierland*

Ireland is not at present in a position to implement this Standard.

*Nigeria*

Not acceptable to Customs Authorities of Nigeria.

**3.16.2 Norm***Denemarken*

The basic document which has to be presented at the arrival of a ship in a Danish port is the Ship's Arrival Declaration (Tolddeklaration). This document is filled in by the Customs, if necessary in collaboration with the agent, and the master is only required to sign it. The form substitutes the General Declaration, Ship's Stores Declaration and the Crew's Effects Declaration prescribed by IMCO. The Ship's Arrival Declaration is required in all ports at the arrival and at the departure of the ship.

Passenger Lists and Crew Lists are required only at the first port of arrival and the final port of departure.

The provisions in force in Denmark are not contrary to the Standard, and the Standard is acceptable to the Danish Government.

*Koninkrijk der Nederlanden*

If a cruise ship calls at several ports in the Netherlands Antilles, for instance, on the St. Maarten–Curaçao–Aruba route, copies of the Passenger List and Crew List would have to be submitted on each separate island (See Sections 15 and 16 of the Admission Decree, Official Journal 1966, No. 19).

*Polen*

General Declaration, Passenger List and Crew List are necessary at all times.

*Verenigde Staten van Amerika*

A foreign vessel must make entry and clear at every intervening port in the United States.

*Zweden*

The General Declaration, the Passenger List and the Crew List are required in each port of call.

### **3.16.3 Norm**

*Bondsrepubliek Duitsland*

The Federal Government is not in a position at present to apply this Standard.

*Denemarken*

Zie kennisgeving onder Norm 3.16.2.

*Frankrijk*

The only case in which the French Government will accept this Standard is when the ship revictuals in one French port only.

*Koninkrijk der Nederlanden*

If a cruise ship calls at Aruba, Bonaire and Curaçao, the Ship's Stores Declaration is required on each of the three islands.

*Verenigde Staten van Amerika*

The list of sea stores, which shall include a list of certain articles acquired abroad by crew members, must be presented with the Inward Foreign Manifest whenever a vessel makes entry at a port in the United States.

**3.16.4 Norm***Joegoslavië*

According to Yugoslav regulations presentation of passports and other official documents of identity for passengers and crew to immigration officials is the duty of the captain of the vessel.

*Nigeria*

We reserve the right to impound passports or other special documents of identity whenever it is considered necessary.

*Sowjet-Unie*

When disembarking all cruise passengers, who have no visas, and crew (except the master) must give their passports to the guards standing by the ladder in exchange for the card. The passports are to be given back to their owners when they return on board the ship.

**3.16.7 Norm***Canada*

This Standard cannot be implemented in Canada.

*Frankrijk*

This provision cannot be accepted by the French Government as a Standard where the term "immigration officials" includes the health authorities. It may be necessary in some circumstances to ask a passenger for other information, particularly as regards the place from which he came and possibly his address at destination.

*Verenigde Staten van Amerika*

Examination of all applicants for entry under current law is required to establish alleged US nationality or admissibility of aliens.

**3.16.8 Norm***Frankrijk*

Passengers are subject to Customs control in each port of call.

*Nieuw-Zeeland*

New Zealand reserves the right to examine passengers at each port of call in order to prevent smuggling.

*Polen*

If the cruise ship calls consecutively at more than one port, passengers are subjected to control by immigration officers at every one of these ports.



*Verenigde Staten van Amerika*

Passenger baggage examined at the first port of arrival is subject to re-examination upon removal from the ship at any subsequent port.

*Zweden*

In Sweden cruise passengers are subject to Customs Control in each port of call. A System based on random control is, however, in force whereby a very low percentage of passengers is checked in connexion with their disembarkation.

**3.16.12 Norm**

*Denemarken*

According to the Danish Tariff Act stores and other provisions on board a ship arriving from outside the Customs territory are duty free when they are intended for use on board during the voyage and during the ship's stay in port, but the Customs Authorities are empowered to limit the amount of duty-free stores used during the stay in port at their discretion, having regard to the number of passengers carried and to the duration of the ship's stay in port.

Consequently, the Danish Customs Department reserves the right, pursuant to the Danish Tariff Act, Article 22, to limit the amount of duty-free stores used during the stay in port at their discretion, having regard to the number of passengers carried and to the duration of the ship's stay in port.

*Finland*

Certain restrictions are in force for ships bound for Nordic ports exclusively.

*Nieuw-Zeeland*

Cruise ships are not entitled to sell goods from their duty free stores whilst in New Zealand ports.

*Verenigde Staten van Amerika*

For agricultural quarantine purposes, restricted or prohibited meats, fruits, vegetables, etc., are required by statute to be safeguarded or otherwise made unavailable for use aboard a ship while such a ship is within the territorial limits of the United States.

*For Customs purposes*, a cruise ship touching at foreign ports may take on in a US port, duty free, imported articles consumed for their use, such as beverages, food and perfumes for consumption or use on board by the passengers during the voyage, including the time that the ship is in the US ports. Ship stores, on the vessel at the time of arrival in a US port, may also be consumed or used by the passengers while the vessel is in port.

Non-consumable imported articles, such as handbags, jewelry, wearing apparel, watches and bracelets may not be laden duty free on a cruise ship for sale to the passengers. Furthermore, such articles, already on board the vessel, may not be sold to passengers while the vessel is in port.

#### *Zweden*

Certain restrictions are in force for ships bound for Nordic ports exclusively.

### **3.16.13 Norm**

#### *Denemarken*

Usually, an oral Customs declaration is used in Denmark, but there may be cases where a written declaration will be required.

The Danish Customs Department consequently reserves the right, pursuant to the Danish Tariff Act, Article 21, cfr. Article 6 of Executive order (No. 80 of 3 March 1971) issued by the Ministry of Finance to require passengers to give written customs declarations in special cases.

#### *Nieuw-Zeeland*

In some circumstances New Zealand may require a written declaration for quarantine purposes.

#### *Nigeria*

All passengers arriving and/or departing from Nigeria are required to make a written declaration as to the amount of currencies and dutiable goods they have in their possession.

### **3.16.15 Norm**

#### *Ierland*

Not acceptable.

#### *Noorwegen*

According to practice today, only passengers who need visas are in certain cases subject to control by means of embarkation/disembarkation cards.

#### *Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland*

In certain circumstances landing/embarkation cards are required.

*Verenigde Staten van Amerika*

Not acceptable. Form I-94, Arrival/Departure Record, is required for most vessel passengers.

**5.2 Normen****5.3***Frankrijk*

Those Standards do in fact correspond to the French administrative practice; but once such practice is transformed into an obligation on the part of the Administration it is not acceptable. Furthermore, to admit good faith or the absence of culpable intent as a motive for exoneration from responsibility is incompatible with the fundamental principle of Customs criminal law applied to France, whereby the judge is expressly forbidden to excuse infringements on the ground of intent.

*Griekenland*

The law of Greece differs in respect of these provisions in as much as, whereas under the above provisions Public Authorities shall allow corrections of errors in certain documents, the law of Greece allows no such corrections. In particular, Article 16 of the Customs Regulations provides that "The Manifest shall be written in ink with no corrections, deletions or amendments and shall mention the sums in full and in numbers and shall be signed by the Captain or in certain circumstances by the agent of the ship.

*Verenigde Staten van Amerika*

US Public Health Service is reimbursed for the cost of quarantine inspection services performed outside regular hours at the request of the owner, agent, consignee, operator, master or person in charge of the vessel.

**5.7 Norm***Frankrijk*

This Standard runs counter to the principles established in the French Customs law whereby the Declaration cannot be corrected once it has been lodged in view of its authentic nature.

*Griekenland*

Zie kennisgeving onder Norm 5.7.

**5.9 Norm***Verenigde Staten van Amerika*

A special statement with respect to the destination of goods being exported may be required on the Bill of Lading.

Uitgegeven de *dertiende* mei 1974.

*De Minister van Buitenlandse Zaken,*  
M. VAN DER STOEL.