



**FONASBA**

**The Federation of National Associations of Ship Brokers and Agents**

# Port Procedures Survey

**FONASBA ANNUAL MEETING, LIMA 2013**



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A lack of understanding by authorities, port users and ship owners of the complexities of the role of the ship agent has led FONASBA to develop its Port Procedures Survey, an ambitious project that aims to codify the myriad functions and the often considerable variations therein, undertaken by its agent members in ports across the globe.

It is estimated that up to 150 separate actions may be necessary to get a ship into port, perform cargo operations and sail to the next port, many of which must be carried out in the very short timeframe allowed by the vessel's schedule. Any delay in the progress of the port call, compliance with statutory requirements or arranging the delivery or collection of the cargo can have a significant effect on the cost of the call (and thus on the overall voyage) and on the vessel's subsequent employment. There is very little consistency in the way these functions are handled – at the international, regional and even local level. Add this to the fact that no two ports calls are the same, and it soon becomes clear that the engagement of a highly experienced, professional and well-qualified agent is vital to ensure that all the functions are carried out to the highest standard.

In addition to highlighting the complexities of the role of the agent, the survey aims to clearly demonstrate to the ship owner or operator the volume and value of the agency function. It is also anticipated that the results of the survey will be of considerable benefit to regulators at all levels in clarifying and quantifying the variations in port procedures and thus aid endeavours to streamline and harmonize those procedures for the benefit of all port users.

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## **Status today**

37 countries with 209 ports



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## **Countries and ports**

Argentina (19), Australia (6), Belgium (3), Brazil (24), Bulgaria (2), China (1), Croatia (2), Cyprus (2), Denmark (4), Finland (1), France (7), Germany (1), Hungary (1), India (1), Israel (5), Italy (10), Japan (12), Kenya (1), Malta (2), Mexico (10), Montenegro (1), Morocco (6), Netherlands (1), Nigeria (7), Norway (1), Peru (1), Philippines (5), Portugal (4), Russia (1), Senegal (1), Slovenia (1), Spain (4), Sweden (4), Tunisia (6), UK (20), USA (26) and Yemen (6)



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2) Can the Consignees pick up the cargo without authorization from the Carrier/Agent?		
	Yes	No
Argentina	-	100%
Australia	-	100%
Belgium	-	100%
Brazil	66.7%	33.3%
Bulgaria	-	100%
China	-	100%
Croatia	-	100%
Cyprus	-	100%
Denmark	25%	75%
Finland	-	100%
France	-	100%
Germany	-	100%
Hungary	-	100%
India	-	100%
Israel	-	100%
Italy	-	100%
Japan	-	100%
Kenya	-	100%
Malta	-	100%
Mexico	-	100%
Montenegro	-	100%
Morocco	-	100%
Netherlands	-	100%
Nigeria	-	100%
Norway	-	100%
Peru	-	100%
Philippines	-	100%
Portugal	-	100%
Russia	-	100%
Senegal	-	100%
Slovenia	-	100%
Spain	-	100%
Sweden	-	100%
Tunisia	-	100%
United Kingdom	20%	80%
United States	-	100%
Yemen	-	100%



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## **Next steps – Phase 2**

- Add more ports
- Constantly review/update the responses given
- Introduce questions for general cargo/bulk ports
- New questions?
- How to take full advantage of the survey to the benefit of FONASBA, the Members and their affiliated Agents



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Thank you!

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