



## MABSA Range Committee

Report of MABSA Range Committee meeting




Gotheborg- Sweden






Short brief on MABSA

MABSA started as the Mediterranean area – subcommittee under the Chairmanship of the late Prof. Dr. V. Borcic, meeting was at Taipei in 1994 (this figures we have in our files). Prof. Dr. V. Borcic was succeeded by Mr. Chris Papavassiliou, and presently I hold the Chairmanship.

The MABSA region includes 20 Mediterranean costal countries and 5 countries from the Black Sea.

**Northern shore** (from west to east):  [Spain](#),  [France](#),  [Monaco](#),  [Italy](#),  [Slovenia](#),  [Croatia](#),  [Bosnia and Herzegovina](#),  [Montenegro](#),  [Albania](#),  [Greece](#) and  [Turkey](#).

**Eastern shore** (from north to south):  [Syria](#),  [Lebanon](#),  [Israel](#).

**Southern shore** (from west to east):  [Morocco](#),  [Algeria](#),  [Tunisia](#),  [Libya](#),  [Egypt](#).

**Island nations:**  [Malta](#),  [Cyprus](#).

**Black Sea shore:**  Bulgaria,  Romania,  Georgia,  Russia,  Ukraine

### Current FONASBA members from the MABSA region

 [Turkey](#),  [Spain](#),  [France](#),  [Monaco](#),  [Italy](#),  [Slovenia](#),  [Croatia](#),  
 [Israel](#),  [Morocco](#),  [Malta](#),  [Cyprus](#),  [Hungary](#),  Bulgaria,  
 [Syria](#),  [Lebanon](#),  [Tunisia](#),  [Montenegro](#) – 17 associations

**ECASBA members-** as above, Morocco, Syria and Lebanon are not ECASBA member – 14 associations

It is estimated that approximately 220.000 merchant vessels of more than 100 tonnes cross the Mediterranean Sea each year – about one third of world's total merchant shipping – and in the Black Sea there are 50.000 port calls with 160 million tonnes of cargo carried.

MABSA is not a member of Mediterranean maritime associations such as EUROMED, UfM etc.

We been in contact with Egyptian authorities to invite them to FONASBA , as we have with Albania, Austria, Serbia, but to date have received no reply from their associations.

The reason for this background briefing is to explain that with all the MABSA members being members of FONASBA, ECASBA or both, most issues of concern or interest are covered by the FONASBA and ECASBA agenda. We do endeavour to find issues of specific interest to our members, however, and for the Gothenburg meeting, the committee has the following agendum items to discuss:

1. Existence of the Port Community System within MABSA ports: where is applicable, whether PCS really replace use of more different applications of the different vendors and State Authorities, who is managing PCS.
2. Practice within MABSA ports of boarding vessel on arrival and departure by the State Authorities (Customs, Immigration police, Harbour master, Healthy Authority)
3. Practice of driving State Authorities representatives for the boarding the vessel on arrival and departure by the agent's car.
4. Other questions.

Gothenburg, October 2014

MABSA Chairman/E.Bandelj

Jakov Signature

1. stran od 2

**From:** Jakov Karmelić  
**Date:** 24.07.2013 14:28:56  
**To:** Emil Bandelj - Port Policy WG  
**Cc:** Asbac  
**Subject:** FONASBA 2013 - LIMA / MABSA Committee

Dear Mr. Bandelj

With ref. to your bellow Email we would like to discuss on MABSA committee also the question of Delivery Order, which become recently avoided by the new terminal operational system and the customs. We would like that MABSA asks FONASBA for the explanation and guidance whether Delivery Order could be avoided, because if Agents are not requested to produce Delivery Order any more, than just to confirm release into Terminal's operating system, we are risking not to be able to charge any more for the document produced.

Another questions we would like to discuss is to determine whether "port community system" is existing into Med. ports or not.

In our port(s) we do not have "port community system" so Agents are obliged to use more different IT applications, separately for the each business entity and Authorities, such as: Customs, Harbor Master, Veterinary, Immigration, Terminal and also different Owner's application and local agency application. For example, in one agency we are obliged to use simultaneously 9 different IT applications. Such practice become too complicated and require investments and even more labor.

With best regards,

**Jakov KARMELIĆ**  
ASBA CROATIA  
On 18.07.2013 20:46, Asbac wrote:  
----- Original Message -----  
**Return-path:** <[globus@atnet.si](mailto:globus@atnet.si)>  
**Envelope-to:** [info@asbac.hr](mailto:info@asbac.hr)  
**Delivery-date:** Thu, 18 Jul 2013 02:20:47 -0500

Dear MABSA friends,

27.07.2013