

# FONASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>VNC (Netherlands)</b>
<b>ENQUIRY DETAILS:</b>	<p>The ISPS Code (or EU Regulation 725/2004) requires that vessels report on arrival the last ten port <b>facilities</b> at which they have called. As this requirement has previously been interpreted as referring to <b>ports</b>, we would like to know whether other EU member states:</p> <ol style="list-style-type: none"><li>1. Require the master to report on port facilities or just ports?</li><li>2. Are you aware of instances where PSC reports are rejected by the authorities by reason of port facilities not being recognised?</li><li>3. Are any checks carried out by the authorities on the accuracy of the information provided by the master?</li></ol>
<b>REPLY TO:</b>	<b>admin@fonasba.com</b>
<b>CLOSING DATE FOR REPLIES:</b>	<b>Wednesday, 14<sup>th</sup> June</b>

### RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Belgium	<ol style="list-style-type: none"><li>1. Port facilities.</li><li>2. No</li><li>3. The info is submitted through the Port Community System and broadcasted to the port authorities and the MIK (Maritiem Informatie Kruispunt). The MIK checks the information semi-automatically with respect to contents and completeness.</li></ol> <p>We are unaware of the results of these checks and the follow-up that is being given. We have no knowledge of cases were the agent has been addressed for providing wrong information.</p>
Bulgaria	<ol style="list-style-type: none"><li>1. In Bulgaria the authorities require that the Master reports on both ports and port facilities.</li><li>2. No PSC reports have been rejected due to the port facilities not being recognized.</li><li>3. If the provided information is incorrect, the PSC authorities only leave a remark/comment in the respective section. No further actions are taken</li></ol>

	Note: The system that is used usually gives a warning if a particular UN LOCODE is not correct in order to be fixed before submission. This usually helps and avoids the majority of errors.
Croatia	<p>1. Yes</p> <p>2. No</p> <p>3. Occasionally In Croatia, every vessel has to report last ten ports of call on arrival. Although, Croatian pre-arrival forms contain details on last 10 ports &amp; last 10 port facilities, it is still not mandatory to report last 10 port facilities. For your easy reference, have attached Croatian pre arrival ISPS form.</p>
Cyprus	<p>1. Masters are reporting. Just ports.</p> <p>2. Yes, but now with the completion and implementation of the Port Community System at Cyprus Ports (via of which all the information is lodged) such cases were eliminated.</p> <p>3. So far the proper Authorities accept and endorse the information provided by the Masters.</p>
Denmark	<p>1. The Danish National Single Window (NSW) requires the so called LOCODE and the Facility Number. In case the Facility Number is unknown, the Danish NSW offers a work around. These data are entered into NSW either via an Excel Sheet completed by the Master with the necessary codes or by typing directly into NSW. If the LOCODE and Port Facility numbers are not inserted the registration in NSW cannot be completed.</p> <p>2. Because the data must be inserted in order to be able to complete a registration in NSW. If the Facility Number in a LOCODE port is not known, the Danish NSW offers a work around as mentioned under Question 1.</p> <p>3. All the relevant authorities involved have reported that they are using NSW to look up data to check and verify them or in connection with inspections. Thus they check the accuracy of the data.</p>
Finland	<p>1. This issue has been taken into consideration as per IMO/MARSEC proposition in the local MSW i.e. Portnet. Requested input in Portnet is port LOCODE, harbour part, berth and ISPS port area</p> <p>2. Portnet system require input to continue.</p> <p>3. Customs monitor inputs.</p>
France	<p>In France, Port authorities are strictly applying EU regulation, meaning require to mention the 10 previous ports and facilities called by incoming vessel. In case official form is not duly filled up, port authorities reject report and ask agent to provide an updated document. Only flexibility can be</p>

	the number of ports and facilities to mention in case of new vessel which called less than 10 ports.
Hungary	<ol style="list-style-type: none"> <li>1. Only last 3 port and 3 cargoes</li> <li>2. No</li> <li>3. No</li> </ol>
Italy	<ol style="list-style-type: none"> <li>1. Yes, Master is requested to report both Port by UN LOCODE and Port Facilities called during last 10 previous ports.</li> <li>2. Yes, whenever Master declaring wrong Port Facilities on ISPS Form, then Port Authority (H.M.O.) can refuse to give authorization for berthing, proceed to file Vessel, and issue a penalty to Master, CSO, and Ship Owner. Also fine to Ship Agent can be issued, in the event he assisted/ cooperated with CSO and Master to fill up ISPS Form.</li> <li>3. Yes, these kind of checks are carried out by Port Authority (H.M.O.) by using methods of: <ul style="list-style-type: none"> <li>- GISIS consultancy ;</li> <li>- direct exchange with others HMO Officers located on other Italian Ports;</li> <li>- HMO telematic system (by PSC officers).</li> </ul> </li> </ol>
Malta	<ol style="list-style-type: none"> <li>1. In Malta the requirement is limited to Ports only.</li> <li>2. In could be that a PSC report is rejected if one of the previous ports is a sanctioned one.</li> <li>3. As far as we know, no checks are carried out on the accuracy of the information provided by the master.</li> </ol>
Portugal	<ol style="list-style-type: none"> <li>1. Yes</li> <li>2. No</li> <li>3. No</li> </ol>
Slovenia	<p>In our country ISPS code is no problem</p> <ol style="list-style-type: none"> <li>1. Master is just reported just ports vessel was calling.</li> <li>2. No rejected reports noted.</li> <li>3. This is performed by Port Authority. We have no reports.</li> </ol>
Spain	<ol style="list-style-type: none"> <li>1. The last 10 Port facilities, declared by their GISIS code.</li> <li>2. The pre-arrival declaration, must be sent by the ship agent through a national EDI single port window platform called DUEPORT. When ship agent prepares the declaration on the DUEPORT app, he can only choose from the official IMO GISIS port facilities code list in the app. If</li> </ol>

	<p>you don't use one of these GISIS codes, pre-arrival declaration and berth request is not accepted by the system, so authorities don't receive them.</p> <p>3. We don't have any notice.</p> <p>The Spanish law says that 'Puertos del Estado' (the Spanish national Port Authority) that manages the Dueport system, must make the information received available, to the relevant national authorities (like Harbour Master, Health authorities, Merchant Maritime Authorities, etc.), to other EC member states authorities and to EMSA, by connecting DUEPORT Spanish system with SAFESEANET and E-Customs and others.</p>
Sweden	<p>1. They must report the LOCODE.</p> <p>2. No.</p> <p>3. Don't know.</p>
Turkey	<p>1. We require only the "last 10 port call" list from Master's before arrival of vessel in order to submit Sanitary &amp; Harbour Master authorities. Both do not need the Facilities of previous ports.</p> <p>2. Turkey is member of Mediterranean Memorandum and Turkish PSC officers are not rejecting the reports because of the previous port call facilities, they are only checking if the vessel is safe for sailing. It is not making sense to Turkish PSC about vessels previous port call facilities.</p> <p>3. As far as we know Turkish authorities trust the information's provided by the Masters, but if they have any doubt about the information they may start to investigate.</p>
UK	<p>1. Ports.</p> <p>2. Yes - They have to be on the list the authorities hold. If it isn't then you have a discussion with the authorities.</p> <p>3. Yes but we are not involved in the process.</p>

