

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	Israel Chamber of Shipping
ENQUIRY DETAILS:	<p><i>Our colleagues in Israel are working with their port community system operators to establish a facility within the PCS to allow ship agents to notify appropriate parties of the estimated time of departure of the vessel and in particular providing that data to the harbour authority, harbour control, the border authorities and the pilotage service, in order that they can prepare the necessary departure formalities and services. With regard to giving notice to those specified parties, they would like to know:</i></p> <ol style="list-style-type: none"><i>1) Do your agent members give advice of a vessel's estimated time of departure to the harbour authority, harbour control, the border authorities and the pilotage service through a single window/port community system?</i><i>2) If there is no single window/port community system in your country/ports, or one or more of the above-mentioned parties are not linked to it, please confirm that the agent is required to report directly to the party concerned or if there is an alternative method of reporting.</i>
REPLY TO:	admin@fonasba.com
CLOSING DATE FOR REPLIES:	Wednesday 31st January 2018

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Algeria	<p>The ship's departure procedure is made through notifying the estimated time of departure to the Harbour Master who will be in charge to inform the Boarders' Authorities.</p> <p>Once the Boarders' Authorities Clearance is obtained, the Harbour Master orders pilot to serve the vessel.</p>
Angola	<p>Daily the terminal operators inform the Port Authorities of the berthing and un-berthing schedule of the various vessels by e-mail. Based on this the Port Authorities plan all ships manoeuvres and communicate this to the Pilot Service. We as agents do not communicate with the Port Authorities about the ETD of the vessels.</p>

	<p>As shipping agents need to inform the following authorities of the ETD of the vessels :</p> <ul style="list-style-type: none"> - 24 hours prior ETD of the vessel we need to Pilot Service by means of a hand delivered letter named “Departure advise”. The Departure Advise is valid for 24 hrs and should correspond with the manoeuver schedule the Pilots received from the Port Authorities. <p>Upon completion of the vessel operations we collect the following authorities for the physical clearance of the vessel :</p> <ul style="list-style-type: none"> - Immigration will issue a Departure Authorization - Customs will issue Vessel Clearance Authorization - Harbour Master will issue Clearance on behalf of the Maritime Authority. - Maritime Sanitation will issue Ship Sanitation control exemption certificate.
Belgium	In Belgium the information is provided by the agent as described in 1) above.
Brazil	<p>In Brazil, the “single window” system is not used for such purpose.</p> <p>Agents give Info and communications to Pilot, Harbour Master, or any other concerned authority or interested party directly.</p>
Bulgaria	Yes, our agents do give advice of the vessel’s estimated time of departure to the respective authorities through a single window system (currently there is no PCS system in place in Bulgaria) – the harbour authorities, harbour control, border authorities, pilots, tugs etc.
Croatia	<p>All notifications provided via National Single Window.</p> <p>Agent reports directly to all concerned parties not linked to NSW system.</p>
Cyprus	Cypriot Agents give advice of a vessel’s estimated time of departure to the competent port Authorities through a single window/port community system.
Denmark	<p>1) The agent does not provide Estimated Time of Departure (ETD) to Authorities but must insert Actual Time of Departure (ATD) in both National Single Window and Customs Systems. The agent’s dialogue with the port administrations are conducted bilaterally between the agent and the port administration, e.g. to plan port calls, and it is worth to note, that the port administration is not an Authority in Denmark.</p> <p>We do not have existing Port Community Systems in Denmark, like for example in Hamburg. However, we have knowledge about one Danish port which is working on a solution to re-use data about the vessel derived from National Single Window / SafeSeaNet. Communication with pilots are also bilateral between the agent and the pilot service provider.</p> <p>2) Agents do not have alternative reporting to Authorities or vendors as described in Q1.</p>

Egypt	<p>1) Alexandria Port</p> <p>Each agent has a user name and password, and use to input the data from the port authority website, the cargo details from the customs website after granting the Port Authority approval for the vessel.</p> <p>Other ports</p> <p>ETA of the vessel is sent by EDI to the port and customs with the cargo manifest details by EDI application through the internet and portal prior vessel arrival by 3 days.</p> <p>2) We have single window/port community</p>
France	<p>1) Yes we do via PCS.</p> <p>2) All ports have a PCS.</p>
Hungary	<p>1) Only in case of passenger vessel crossing of the Schengen area at Hungarian/Serbian border.</p> <p>2) -----</p>
Italy	<p>Only few ports in Italy have built their own Port Community System (PCS), which have different architecture and to which are linked several users, sometime different from port to port.</p> <p>By the way, Shipping agents are not used/obliged to give advice of the time of vessel's departure to the Port Authority.</p> <p>On the contrary, the majority of the ports (exactly 38, which move the 70% of the total cargo through the Italian ports) have at their disposal a common single window, called "Port management information system" (PMIS), which allows the Shipping agents to the electronic transmission and the exchange of data with the Maritime Authority (Harbour Master) relating to the arrival, stay in port and the departure of all vessels.</p> <p>Shipping Agents are not obliged to inform the nautical services (pilotage, mooring and towage) about the estimated time of departure (ETD) of a vessel, even though they use to contact them by phone; instead the border authorities are pre-noticed.</p> <p>PMIS is linked to the PCS, where the PCS is available; consequently all users of the PCS can have accessibility to the available information of their interest.</p>
Japan	<p>Nippon Automated Cargo and Port Consolidated System (NACCS so called in Japan) similar with Single Window in EU Countries has been introduced by concerned governmental sectors in Japan since Oct. 1991. After-then several modifications/revisions has attempt for more appropriated data system matching with trade conditions in prevails.</p> <p>Agents are required to input basic data/information of ships' particular in accordance with NACCS's requirement prior to ship's arrival at first calling port in Japan.</p> <p>If the ship's departure time alters, the agent will notify the parties concerned directly to amend the pilot or tug service accordingly, without any losses/damages of ship's disbursement account to Principals.</p>

Jordan	<p>As far as Aqaba Port is concerned, the sailing procedure of any ship goes as follows:</p> <p>The Ship Agent approaches the Port Operations Department to confirm the estimated time of the Ship's departure and request a sailing movement.</p> <p>In turn, the Port operations dept. will pass the sailing request to the port state office and the VTS.</p> <p>At the same day of Ship's sailing, the Agent will obtain the Customs permission and deliver same to the Port state, who in turn hands over the Port clearance and the Ship Registry to the agent to submit them to the Ship.</p> <p>Based on the above, the ship is ready and approved by the concerned parties for sailing.</p> <p>Two hours before sailing, the Ship will contact the VTS to inform him the exact time of sailing in order the Pilot board the Ship & Tug Boats are alongside the ship for sailing.</p> <p>2- The main window in Aqaba Port concerned in arranging the movements of Ship, including the sailing movement is the <u>Port Operations Department</u>.</p>
Kenya	<ol style="list-style-type: none"> 1) Yes 2) The other alternative method of reporting is through 10:00 o'clock port meeting where you can advise the ETA and ETD of the vessels which is done manually at the meeting.
Malta	<p>In Malta we have not yet reached the stage of having a National Single Window or Port Community System.</p> <p>The local agents contact Valletta Port Control telephonically one hour before the ETD of any vessel, who in turn advise the Pilotage Corp. accordingly.</p>
Mexico	<p>There are platforms that have been developed in each port as MEDIPORT, Ports without Papers (PSP), where the Shipping Agent performs the administrative procedures for the arrival or departure of the vessel, where the authorities interact, such as Migration, International Health, Port Captancy, Sagarpa, Senasica, Customs, Piloting and manoeuvres required.</p> <p>On these platforms the shipping agent enters the documentation that each authority requires, such as crew list, entry / or exit notice, vessel security certificates, import and export manifest, etc.</p>
Montenegro	<p>By sending via e-mail, to the Maritime Safety Department of Montenegro, the document ``Notice of Departure`` 6 hours in advance.</p> <p>Pilots are advised and ordered directly in a separate communication.</p>
Morocco	<ol style="list-style-type: none"> 1) One half-hour before vessel is ready to sail, Master calls by VHF, harbour control and pilotage service who attend vessel for departure. 2) The window/port community system is not used for vessels departures.
The Netherlands	<p>In the Port of Rotterdam ETA's / ETD's are updated on a regular basis in the PCS. The PCS is the 'entry point' for the Harbour Master in this</p>

	respect. Harbour Master is using this for controlling the port safety wise, but this is also the source for tugs, pilots, etc. for planning.
Portugal	1) Yes. In Portugal all the communications flows through the port single window meaning that when you provide the estimated time of departure, the harbour control, the pilots, border authorities, custom authority, tugs, etc are immediately notified and have access to the info provided by the shipagent.
Russia	1) No. No single window has been set yet. 2) Yes, confirm that agents report directly.
Serbia	In Serbia, there is no single window/port community system for authorities communication/reporting. Agents inform Port authorities with Notice of arrival that includes estimated time of arrival of ship.
Slovenia	In port of Koper the harbour authority/ harbour control and border authorities are connected to the maritime SW so they can obtain from the system vessel's estimated time of departure which was inserted by the agent, however, the daily pilotage plan is done directly by the port internal logistics service planners so the vsl's ETD is available online via port of Koper web site. At the end of ops the master is informing the Pilot directly via VHF when the vessel will be ready to sail.
South Africa	1) SA Ports/Port Control operate via the IPMS system (Integrated Port Management System) but that is not linked to Customs and the department of home Affairs/Immigration. 2) Correct, the agent will notify Customs/Immigration independently.
Sweden	1) Yes
Tunisia	Not in Tunisia, only a written notice couple of hours before is given to port physically to order the pilot. During the daily port meeting, 10 am, we inform based on discharging rate which time the vessel is planned to complete ops.
UK	In UK all the major ports have a PCS (there are 2 major suppliers of these services). However, whilst the system will show ETAs and ETDs, they are just that; 'estimated'. The PCSs are commercial entities and while Customs etc have access they are not used for the purpose proposed in Israel.
Uruguay	1) In Uruguay, there is no single system of communication whereby Maritime Agents link up with all the relevant authorities. 2) Maritime Agents are obliged to communicate to each of the parties, according to the requirements of each authority (some through Systems and others through forms / paper)
USA	In the USA, ship agents report directly to concerned parties – no single window. Typically via email with follow-up by phone to local port authorities, pilot, tugs, line handlers etc. In Canada, no single window although it is under discussion. As of now, handled same as in the USA.