

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	AGEPOR, Portugal
ENQUIRY DETAILS:	<p><i>Our colleagues in Portugal have an issue locally with cruise operators delaying disbursement payments to agents beyond the credit terms granted by port authorities to cruise operators. So..</i></p> <ol style="list-style-type: none"> <i>1. In your country do cruise operators usually settle port dues through the agent or directly with the port authority?</i> <i>2. If they settle through the agent, is it possible to give an indication of the average credit period granted by the port authority to the agent? In Portugal the average is 30 days, irrespective of whether the agent has been paid by the cruise operator or not.</i> <i>3. Do your agent members report problems with cruise operators exceeding the credit period granted by the authorities?</i> <p><i>Please note that this enquiry ONLY relates to credit periods granted by the port authorities. Credit arrangements between cruise operators and individual agents are not a matter for this survey.</i></p>
REPLY TO:	admin@fonasba.com
CLOSING DATE FOR REPLIES:	Thursday 21st June 2018

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Belgium	<ol style="list-style-type: none"> Through the ship agent. The obligation for the ship agent to stand as a guarantor for the payment of port dues has been abolished in Antwerp per 1/1/2018. Such obligation does not exist in Zeebrugge. In Antwerp cruise vessels are exempted from port dues. In Zeebrugge port dues as well as passenger dues are payable. All members of the Zeebrugge ship agents association are granted a credit period of 2 months by the port authority. After 2 months the agent will have to pay to the port authority even if not timely put in funds by the principal. In case of insolvency or bankruptcy of the principal, the Zeebrugge port authority may waive the port dues if certain conditions are fulfilled. No problems of this kind are known to us.
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Croatia	<ol style="list-style-type: none"> 1. Port dues are usually settled via agent. 2. Credit period is 30 days. 3. None.
Cyprus	<ol style="list-style-type: none"> 1. Port dues are always settled through the agent. 2. The credit period is 30 days. 3. No.
Denmark	<p>Please note that in order to reply we have discussed the questions with a member which is heavily involved in the cruise segment.</p> <ol style="list-style-type: none"> 1. Both applies, and for Port of Copenhagen the majority is handled directly between the Cruise operator and the port administration. 2. The average is 30 days. 3. They experience delays in payment by Cruise operators, and they have administrative follow-up procedures in order to minimise credit times to the average of 30 days.
France	<ol style="list-style-type: none"> 1. Port dues are paid to the agent who pays to port authorities. 2. 30 days. 3. No. Negotiated credit terms between agent and cruise operators.
Hungary	<p>We do not have such a D/A payment in Hungary. The owners paying directly to the local authority.</p>
Italy	<ol style="list-style-type: none"> 1. The only pertinent right to the Harbor Authority for cruise ships is constituted by the anchorage tax, the payment of which does not foresee any delay, having to be done immediately before the departure of the unit in question. 2. The rights related to terminal operators' fees, being the terminal companies under private law, fall within the rights whose balance is subject to private negotiation and, in any case, it is usually carried out also with a certain delay with respect to the terms that are agreed from time to time.
Malta	<ol style="list-style-type: none"> 1. Cruise operators usually settle port dues through the agent. 2. Average 30 days irrespective of whether the agent has been paid by the cruise operator or not. 3. In view of the fact that the agents pay the authorities, this is not relevant.
The Netherlands	<ol style="list-style-type: none"> 1. In principle ships will be handled by an agent in the port of Rotterdam. 2. Payments are done on basis of automatic debit system before arrival of the vessel in the port. 3. It goes without saying that there might be a chance that bilateral agreements are made between the shipping line / ships agent and the Port of Rotterdam authority, but these kind of details are of course not published.

Slovenia	<ol style="list-style-type: none"> 1. Port dues in Koper are payable to the Ministry of Infrastructure. 2. Agents with an agreement with the Ministry are granted 30 days' credit, those without are required to settle all port dues before departure.
Spain	<ol style="list-style-type: none"> 1. To our knowledge, always through the agent. 2. It's the same in Spain, 30 days credit from Port Authorities. 3. It might be a problem or can be an agreement between operator and agent, but it's typical to exceed the 30 days credit granted by Ports, and not only for Port dues or taxes but for any Port related service. The average credit terms is also impacted by invoice date and monthly payment days.
Turkey	<ol style="list-style-type: none"> 1. Port dues are always settled by the agent, never been directly by the port authority. 2. Average credit period granted by authority is max 7 days. 50% interest will be charged in cases exceeding 7 days. 3. We do not have this kind of problems. Payments are made within 7 days to avoid penalties.
UK	<ol style="list-style-type: none"> 1. In UK it would be normal practice for the Agent to settle port charges with funds provided by the Principal. 2. There is no average as such as each port has different policies. If the Agent has an established relationship with the port, it would be expected that 30 days is reasonable. 3. We are not aware of any particular problem in regard to cruise operators specifically. Much depends upon the relationship and contractual agreements between both parties.