

# FONASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>Israel Chamber of Shipping</b>
<b>ENQUIRY DETAILS:</b>	<p><i>We are engaged in a process of updating the dangerous goods reporting procedures (going from paper to electronic reporting) and so would appreciate guidance from other FONASBA members on the following questions:</i></p> <ol style="list-style-type: none"><li><i>1. To which statutory authority do agents notify dangerous goods for loading on board vessels and/or apply for permission to do so?</i></li><li><i>2. How are such notifications given, by email, fax, electronic message or other (please specify)?</i></li><li><i>3. Does the agent require to be specifically authorised (and if so by whom) to notify and/or apply for dangerous goods movement permissions?</i></li><li><i>4. Is there any charge for notifying/obtaining movement permissions?</i></li></ol>
<b>REPLY TO:</b>	<a href="mailto:admin@fonasba.com">admin@fonasba.com</a>
<b>CLOSING DATE FOR REPLIES:</b>	<b>Tuesday, 17<sup>th</sup> September</b>

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

Argentina	<ol style="list-style-type: none"><li>1. In Argentina, the statutory authority of the International Maritime Dangerous Goods Code (IMDG) is the Coastguard, which is notified of any IMO cargo on vessels. It is also the supervisory authority.</li><li>2. All those people authorized and registered to submit such documentation initially do it on paper. Subsequent remarks, clarifications and authorizations are sent by e-mail. It is planned that in the next months these procedures shall be included in the Vessels Electronic Dispatch System (DEB) in operation.</li><li>3. The personnel who prepare and submit the documentation of dangerous goods must be registered and authorized before the Coastguard by training and updating courses.</li><li>4. The maritime authority (Argentine Coastguard) gets no charge in this regard.</li></ol>
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Australia	<ol style="list-style-type: none"> <li>1. The relevant Port authority of the State in Australia and the Australian Maritime Safety Authority eg: Port Authority of New South Wales <a href="https://www.portauthoritynsw.com.au/sydney-harbour/pilotage-navigation/dangerous-goods/">https://www.portauthoritynsw.com.au/sydney-harbour/pilotage-navigation/dangerous-goods/</a></li> <li>2. In Australia, notification is done electronically by logging on the relevant port's system; e.g. In Sydney, the method of notification of dangerous goods is via electronic lodgement in <u>Sydney's Integrated Port System (SHIPS)</u>.</li> <li>3. Yes, by the relevant Port Authority to gain access to the system.</li> <li>4. No.</li> </ol>
Bahrain	<ol style="list-style-type: none"> <li>1. Once we have received the DG details/docs from principals/consignee, we will seek for the approval from APM TERMINAL (Emergency Response Superintendent Security – HSSE )to load the cargo</li> <li>2. By email with supporting documents</li> <li>3. Registered Vessel agents can apply for the permission for Loading/Discharging/Transshipment</li> <li>4. There is no charges applicable so far.</li> </ol>
Brazil	<ol style="list-style-type: none"> <li>1. Maritime and Port Authorities must be advised as early as possible or at least 48 hours before berthing in some cases.</li> <li>2. Some forms are still handed on paper and others, where Paperless Port System (PSP) is functional, the information can be provided electronically.</li> <li>3. No formalities required. It is understood that the agent is acting under shipowner's order when he provides information, pay port fees and works to obtain the permissions to ensure safe berthing.</li> <li>4. No.</li> </ol>
Bulgaria	<ol style="list-style-type: none"> <li>1. To the Executive Agency "Maritime administration", Varna VTS, Varna pilot</li> <li>2. Through the electronic site: <a href="https://msw.vtmis.bg/">https://msw.vtmis.bg/</a> - so called Maritime Single Window which is one of the European Union's maritime transport policies.</li> <li>3. No.</li> <li>4. Yes, 50 EUR. This is only for notifying/obtaining not including any port, towage, pilotage surcharges.</li> </ol>

Croatia	<ol style="list-style-type: none"> <li>1. To Port Authority</li> <li>2. Via National Single Window platform</li> <li>3. Attending ship's agent is authorised to send DG notification</li> <li>4. Nil</li> </ol>
Curacao	<ol style="list-style-type: none"> <li>1. The Harbour Safety Office of the Curacao &amp; Aruba Ports Authority (and the respective stevedores).</li> <li>2. By email.</li> <li>3. No, as long as the message comes from a registered and authorised shipping agent that is representing the vessel for which DG cargo is involved.</li> <li>4. No.</li> </ol>
Cyprus	<ol style="list-style-type: none"> <li>1. Agents notify dangerous goods to the terminal operator.</li> <li>2. Such notification is given by email.</li> <li>3. The Agent requires to be authorised by his Principals/Shipowners to notify and/or apply for dangerous goods movement permission.</li> <li>4. There is not any charge for notifying /obtaining movement permission.</li> </ol> <p>Trusting that the above information will be of assistance but should our Colleagues need any further clarification please contact us.</p>
Denmark	<ol style="list-style-type: none"> <li>1. This is reported to the Danish Maritime Authority via our National Single Window by digital means. From the NSW other relevant authorities have access to the information about the dangerous goods.</li> <li>2. Digital, either via NSW web-solution or by "system-to-system" solution.</li> <li>3. No, but in order to be able to report information to NSW, you must have user access with digital signature provided by the designated authority.</li> <li>4. No charge applicable.</li> </ol>
France	<ol style="list-style-type: none"> <li>1. Agent proceeds to enter hazardous goods details in port authority system (FYI France ports are State owned).</li> <li>2. Each port has its own system and info is directly available in system or via electronic messages turned to e-mails in some cases. It depends on each system, but globally it is digitized, no longer paper.</li> <li>3. Yes agent must be IMDG certified. Or at least 1 person in brokerage or brokering department.</li> <li>4. No specific charge, it is included in agent fees on DA.</li> </ol>

Hungary	<ol style="list-style-type: none"> <li>1. Any agent having the permission to act as agent for dangerous goods</li> <li>2. Any</li> <li>3. Yes</li> <li>4. Nothing so far</li> </ol>
Japan	<ol style="list-style-type: none"> <li>1. Usually Ship Operator judge any dangerous cargo to be accepted or not by IMO(IMDG Code) regulation/rule.</li> <li>2. Basically by Email</li> <li>3. Yes, It is.</li> <li>4. No need.</li> </ol>
Lithuania	<ol style="list-style-type: none"> <li>1. Klaipeda sea port authorities</li> <li>2. LUVIS (one window port system)</li> <li>3. Harbour master permission required for IMO class 1 and 7</li> <li>4. N/A</li> </ol>
Mexico	<ol style="list-style-type: none"> <li>1. In Mexico shipping companies/agents need to notify the loading or discharging of dangerous goods to the following entities: <ol style="list-style-type: none"> <li>a. Harbour Master office (in charge of the Navy Ministry).</li> <li>b. Customs (In charge of the local tax authorities).</li> <li>c. Port Administration.</li> </ol> <p>Some explosive movements need a special authorization from the Defence Ministry.</p> </li> <li>2. Depending on the port and the entity the dangerous cargo documentation is submitted electronically or physically. Customs requests the dangerous cargo information in the regular Customs manifest which is submitted electronically. Some port administrations have paperless procedures via dedicated web page. Some Harbour masters' offices have also access to the dangerous cargo information through the same port administration web page. All the rest get the information physically. Authorized shipping agents do not need to get a special permission to submit information regarding loading/discharging of dangerous goods.</li> <li>3. To act as a shipping agent in Mexico it is necessary to get an authorization from the Communications and Transportation Ministry, the authorization needs to be renewed every 5 years, once this is obtained, no further requirements are needed and no extra costs are involved.</li> </ol>

Montenegro	<ol style="list-style-type: none"> <li>1. Harbour master's office</li> <li>2. Hard Copy</li> <li>3. No</li> <li>4. No</li> </ol>
Morocco	<ol style="list-style-type: none"> <li>1. Agents have to notify Port Authority, Customs' Authority, Harbour Master Office as well as the terminal operator.</li> <li>2. The notifications are made electronically via the Port Platform.</li> <li>3. All the shipping agents having the agreement are authorized to make the notifications via the electronic Port Platform. For exceptional dangerous goods, prior authorization is required.</li> <li>4. No charge is applied.</li> </ol>
Mozambique	<ol style="list-style-type: none"> <li>1. To the port or terminal that will handle DG. Certain DG class may require authorisation from government bodies before it can be discharged. Docs submitted via vessel's agent.</li> <li>2. By e-mail with supporting documents</li> <li>3. The agent will be notified by the port/terminal cargo has been rejected or requires additional documents</li> <li>4. No charge.</li> </ol>
Netherlands	<ol style="list-style-type: none"> <li>1. Port master (<a href="https://www.portofrotterdam.com/en/shipping/sea-shipping/notices-and-exemptions/vessel-notification">https://www.portofrotterdam.com/en/shipping/sea-shipping/notices-and-exemptions/vessel-notification</a>) + ILT (<a href="https://english.ilent.nl/">https://english.ilent.nl/</a>)</li> <li>2. Electronic messages as per European Directive 2010/65 (MSW – Maritime Single Window)</li> <li>3. Registered at the Chamber of Commerce.</li> <li>4. Part of the port dues (<a href="https://www.portofrotterdam.com/sites/default/files/general_terms_and_conditions_including_port_tariffs_2019.pdf?token=7KUIF2MH">https://www.portofrotterdam.com/sites/default/files/general_terms_and_conditions_including_port_tariffs_2019.pdf?token=7KUIF2MH</a>)</li> </ol>
Peru	<ol style="list-style-type: none"> <li>1. Permission is requested from the Customs Authority and Marine Authority.</li> <li>2. A sending platform has been implemented that centralizes the reception of information. Single Port Window (VUP)</li> <li>3. It is only required to inform.</li> <li>4. Does not exist.</li> </ol>

Portugal	<ol style="list-style-type: none"><li>1. Port system – JUP (janela única portuária). All authorities connected.</li><li>2. Excel file uploaded in the system.</li><li>3. No</li><li>4. No</li></ol>
Russia	<ol style="list-style-type: none"><li>1. The terminal Operations and security. In case of IMO1 and IMO7 the marine security dep. of the port is to be informed additionally.</li><li>2. By email.</li><li>3. No.</li><li>4. No.</li></ol>

Slovenia	<p>1. Agent is obligated to notify Slovenian Maritime Administration, Customs, Port responsible and in case of weapons Ministry of Defence.</p> <p>2. <u>DG cargo details and description</u>: Are uploaded on the National Single Window by agent.</p> <p><u>DG certificate</u>: agent needs to upload copy in the National Single Window. DG Certificate is issued by authorized surveyor. Original DG certificate is given to Master.</p> <p><u>Terminal responsible</u>: is notified through the port digital communication system. In some cases e-mail notification is needed.</p> <p><u>Customs notification</u>: is notified through the customs digital communication system and cargo manifest in paper form.</p> <p>Explanation:</p> <ul style="list-style-type: none"> <li>• <b>National single window (NEO)</b> is a web application operated by Slovenian Maritime Administration which is the responsible section of the Ministry of Infrastructure.</li> <li>• <b>Software for digital communication with customs, port and terminals.</b> These are software tools which enable to the agent digital communication with authorities and preparing standardize documentation for agents to hand over to customs on vessel arrival. This software is supported by third party company offering software solutions to agencies for digital communication with customs, port and terminal.</li> </ul> <p>3. Yes. Agency needs to have permit by Slovenian Maritime Administration to log in the national single window and needs to have proper software and permits to communicate with port, terminals and customs.</p> <p>4. In some cases agency charges more for arranging all documentations for DG cargo and DG certificate is charged case by case. Shipowner or charterer need to settle port dues as per cargo type. Surcharges are for handling costs and storage. This are as per port tariff.</p> <p>For the agency additional cost are software fees which agency needs to share information of all cargo with customs, port and terminals.</p> <p style="padding-left: 40px;">In some cases agency is responsible to correctly mark the cargo to comply with IMDG code, this is charged to customers.</p>
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Spain	<ol style="list-style-type: none"> <li>1. Single window in Spain is managed by National Port Authority body through its local Ports facilities in case of PCS else fully centralised. Then data is distributed to Port Captains and Port officers. Then, National Ports Directorate reports to European Maritime Safety Agency (EMSA)</li> <li>2. Fully electronically</li> <li>3. No. Some hazardous freights need pre-advise and/or special requirements (explosives, fireworks, radioactive etc) but it's usually handled by Agent.</li> <li>4. No</li> </ol>
Sweden	<ol style="list-style-type: none"> <li>1. It's reported/uploaded in to the Maritime Single Window (MSW) so Swedish Maritime, Coast Guard and other parties can collect the info they need. We as agent do not apply for loading. This is done by shipper or receiver.</li> <li>2. Uploaded in the MSW system.</li> <li>3. Just need your personal login to MSW system.</li> <li>4. Not for the agent.</li> </ol>
Turkey	<ol style="list-style-type: none"> <li>1. This depends to type of dangerous cargo. Dangerous cargoes can only discharge to authorized ports, especially chemical cargoes. If dangerous cargo is coming to unauthorized port, for example in container port and custom authorities are letting receiver/shipper directly discharge/load cargo to vessel without storage at port area. Unauthorized ports cannot store dangerous cargo. Agents are only notifying Custom, harbour master and port authorities.</li> <li>2. Informing ports by mail, for custom and harbour master entering necessary information to portal.</li> <li>3. Agents are not authorized for dangerous goods movements, only authorized ports can store dangerous goods and shippers, receivers of the cargoes are authorized for movement of dangerous cargo.</li> <li>4. There is no charge to agents. Only if a vessel is carrying dangerous cargo pilotage and towage will be surcharged.</li> </ol>



Uruguay	<ol style="list-style-type: none"><li>1. In Uruguay, it is declared before the Port Prefecture, the National Port Administration and the National Customs Directorate.</li><li>2. The Prefecture is sent by email, to the National Port Administration by email and to the National Customs Office by electronic message.</li><li>3. No, it is enough to be registered as a Maritime Agent</li><li>4. No.</li></ol>
USA	<p>This is reported to USCG via Electronic Notice of Arrival (ENOA) minimum of 96hrs prior arrival.</p> <p>Ship agent handles the ENOA and there is no charge for securing permission.</p>