

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	AANA (Angola)
<p>ENQUIRY DETAILS:</p> <p>Our colleagues in Angola are in discussion with their national authorities in relation to import charges levied upon local receivers. To support their case for continuing to apply those charges, AANA would be grateful to receive information from members as to the types of charges that are applied to the importers.</p>	<ol style="list-style-type: none"> 1. <i>Are agency fee tariffs in your country set by:</i> <ol style="list-style-type: none"> a) <i>The individual company,</i> b) <i>The national association or</i> c) <i>The government or appropriate authority?</i> 2. <i>If b), is the tariff advisory/recommended for use by agents or is its use mandatory?</i> 3. <i>If c), is the tariff developed in consultation with the national association or imposed without any input from the sector?</i> 4. <i>If c), is the tariff advisory/recommended for use by agents or is its use mandatory?</i> 5. <i>Does the tariff allow agents to invoice local charges to the receivers? If so, what local charges are applied?</i> <p><i>If possible, it would be useful to receive copies of, or links to, tariffs available in the public domain.</i></p>
CLOSING DATE FOR REPLIES:	30th October 2020

RESPONDING ASSOCIATION COMMENTS: (Please include any attachments)

Algeria	<ol style="list-style-type: none"> 1. Agency Fee Tariffs are sent by individual company. 5. Depending contract between shipper and owner, loading/discharge charges are invoiced to receivers or shipping line. Each port has own tariffs.
Argentina	In Argentina, shipping lines and shipping agency fees and surcharges are not tariffs; they are not regulated by government. Therefore, shipping agencies are free to charge their customers without any kind of State intervention.
Brazil	<ol style="list-style-type: none"> 1. None of them. In Brazil the Agency Fees and others are recommended by the local Ship Agency Association and the values vary according to the region (port). Although suggested by local chambers, Agency Fees are free negotiation between parties involved. 2. Reference values are recommended. 3. N/A

	<p>4. N/A</p> <p>5. Yes and it depends on the type of service provided. Here's a source to consult the reference values, based on Santos Port, the largest in Brazil: www.sindamar.com.br (menu -> agency fees)</p>
Bulgaria	<p>There are no mandatory or recommended agency tariffs in Bulgaria. Agency tariffs are subject to an individual decision of each agency company. It is up to each company to decide whether to publish this tariff on its website or on another public domain.</p>
Croatia	<p>1. The individual company</p> <p>5. As a standard practice, usually only Delivery order is charged directly to Receivers.</p> <p>Each agency can set their individual agency tariff.</p> <p>No agency tariffs available in the public domain.</p>
Cyprus	<p>1. The individual Company Certain tariffs are approved by the appropriate Government Authority.</p> <p>2. Not applicable</p> <p>3. Such tariffs were developed with the input of our Association and of the Cyprus Chamber of Commerce and industry.</p> <p>4. It is advisory/recommended</p> <p>5. Yes</p>
Denmark	<p>1. The individual company.</p> <p>5. Potential local charges are not included in the agency fee. There are no definite list of local charges, but can be terminal handling fees, import dues etc. The agent may act intermediate to receivers in paying for local charges, which are subsequently invoiced or included in an agents lumpsum fee.</p>
Dubai	<p>1. Individual Company, but with many agencies competing with each other this remains in control.</p> <p>5. Port charges which depends on the type of cargo – Breakbulk or Containers and appropriate port tariff-Terminal Handling/Port Handling and Port storage charges could be applied. Dubai Ports tariff available publicly on DPW website.</p> <p>In addition other local charges applied are Delivery Order (D/O) Charges which today are in the range of AED 450-500 per D/O. For containers, container inspection charges could be applied in addition to above varying from AED 80 to AED150 per container. Each Shipping Line's tariff could vary. Demurrage & Detention is additional based on individual carrier's tariff.</p>
Egypt	<p>1. The individual company.</p>

France	<p>1. The individual company.</p> <p>5. All charges are on DA: charges pertaining to agent activity for the ship owner + official charges like port dues set by port authority (state ports or private).</p>
Greece	<p>1. The individual company. Agency fees in Greece are set by the company for container receivers under competition rules. Discharging and yard operations are set by the terminal tariffs which could be received after contacting Piraeus Container Terminal.</p> <p>info@pct.com.gr Ph: +30 210-4099100 Fax: +30 210-4099101 Thessaloniki Terminal Tel: +30 2310 593 118 – 121 E- mail secreteriat@thpa.gr</p>
Hungary	<p>1. The individual company.</p>
Israel	<p>1. The individual company.</p>
Italy	<p>1. The individual company.</p> <p>5. The tariff between the ship agent and the shipowner shall be free. The tariff is agreed between the two parties. Other port services are paid directly through maritime agents</p>
Japan	<p>1. Individual company</p> <p>5. The Shipping line will set any local charges, and these will be invoiced by the agent. Regarding the Tariff: The tariffs set by the shipping lines can usually be found on their websites.</p>
Jordan	<p>The Agency fees tariffs apply by the Jordan Shipping Association, it used to be issued by the Ministry of transport in the past.</p> <p>It is mandatory to members as to act as ship agent in Jordan, you cannot have licence unless you are member in the Association, to be a member you have to comply by all regulation issued by the Association.</p> <p>Tariff issued by Board Member of the Association and it is available on our website www.shipping.com.jo</p>
Lithuania	<p>1. The individual company.</p> <p>5. No.</p>
Malta	<p>1. The individual company.</p> <p>5. Malta is a free out port and for this reason all charges for the discharge of the container and port charges, inclusive of ship agents' fees, are for account of the receiver. There are various local charges which are applied ie: port charges (thc's), agents supervisor & documentary fees, documentary and security charges.</p>

Mexico	In Mexico this charge does not exist.
Morocco	<p>In our country, the profession of ship agent is exercised in a market of free competition.</p> <p>The agency fee tariffs are reference tariffs only and are applied freely. They are made available to the profession by our Association.</p> <p>Local costs (Handling charges / THC and port fees on goods) are billed by the ship agent to the receivers.</p>
Mozambique	<p>1. The individual company.</p> <p>5. Any applicable local charge as defined by a shipping line can and will be invoiced by the agent.</p> <p>Tariffs for local charges are mostly published on the webpages of each line, e.g. CMA-CGM, MSC, Maersk, etc.</p>
Netherlands	<p>1. The individual company.</p> <p>5. Every charge is negotiable and is part of the contract.</p>
Portugal	<p>1. By individual companies. Due to transparency rules every company should have a tariff published and known by their customers.</p> <p>5. It depends on the tariff of each company but would say that normally, and as far as I know by experience, Ship Agents use to invoice local charges as well as other type of services they provide to the receivers.</p>
Slovenia	<p>1. In Slovenia agency fees in relation to import charges levied upon local receivers are set by individual companies. The government regulate only import taxes and duties. Agency association is responsible only for guidelines for fees apply.</p> <p>5. It is certainly possible agents can invoice local charges to the receivers. Local charges may vary depending if or some charges are prepaid by shipper but usually agents charge as per tariff set by shipping company (Terminal handling costs, release fee, inspection fees for containers, ISPS and other charges specific for different cargos and if special handling equipment or services are required).</p>
South Africa	<p>1. The individual company.</p> <p>2. The tariff is set by the Port Authority and regulated by the Port Regulator.</p> <p>3. It is structured by the National Port Authority with input by way of submissions to the Port regulator.</p> <p>4. It is mandatory</p> <p>5. THC for containers and other cargo, overstay charges etc.</p> <p>The port has a website www.transnet.net There are two divisions TPT - TRANSNET PORT TERMINALS and TNPA Transnet National Port Authority.</p>
Spain	No. In Spain (and UE), tariffs agreed between different suppliers/association and strictly forbidden by competence authorities and subject to (effective) HUGE fines.

Sweden	The fees are set by the individual agency. We never interfere with the fees.
Uruguay	<ol style="list-style-type: none">1. The rates of agency fees in our country are established individually by each company.5. The local charges are in free competition, and are not published.
USA	Agency fee tariffs are set by the individual company