

# FONASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>Israel Chamber of Shipping</b>
<b>ENQUIRY DETAILS:</b>	<ol style="list-style-type: none"><li><i>1. Are ship agents in your country licensed or in any other way regulated by a national authority?</i></li><li><i>2. Is it compulsory for ship agents to be members of the national association?</i></li><li><i>3. If not, can you estimate what percentage of ship agents are members of the association?</i></li></ol>
<b>REPLY TO:</b>	<b>admin@fonasba</b>
<b>COPY REPLY TO:</b>	
<b>CLOSING DATE FOR REPLIES:</b>	<b>Monday, 9<sup>th</sup> November 2020</b>
<b>RESPONDING ASSOCIATION:</b>	

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

Argentina	<ol style="list-style-type: none"><li>Ship agents are not licensed. However, according to Navigation Law No. 20.094 (sections 193-200) they act as legal representative of the ship, its captain, owner and/or shipowner before public and private entities, for all purposes and responsibilities of the voyage that the ship makes to or from Argentine ports and until another agent is designated to replace it. To this respect, ship agents have to be registered before the main acting authorities such as Customs, Coastguard, Immigration, Health, etc. In these registrations, certain requirements such as police records, economic guarantees, and other are to be met.</li><li>There is no obligation to be a member of a shipping national association or chamber in order to act as shipping agent in the country.</li><li>Approximately more than 80% of cargo and passenger vessels executing international transports calling Argentinean Ports, nominate an Agent member of our Association.</li></ol>
Australia	<ol style="list-style-type: none"><li>There is no ship agent-specific national regulating authority in Australia.</li><li>No</li><li>There are not that many shipping agents in Australia; most ship agents working in Australia are members of Shipping Australia.</li></ol> <p>Specifically in relation to <b>Australian-registered</b> ships, under the <a href="#">Shipping Registration Act 1981</a> every registered vessel must have a registered</p>

	<p>agent appointed. The registered agent must be an individual or company responsible for the day to day management of the ship.</p> <p><a href="https://www.amsa.gov.au/vessels-operators/ship-registration/registered-agents">https://www.amsa.gov.au/vessels-operators/ship-registration/registered-agents</a></p>
Bahrain	<ol style="list-style-type: none"> <li>1. Licensed and regulated by Port and Maritime Affairs, Ministry of Transportation</li> <li>2. Not compulsory</li> <li>3. About 70%</li> </ol>
Brazil	<ol style="list-style-type: none"> <li>1. No.</li> <li>2. No.</li> <li>3. 80% (estimated)</li> </ol>
Bulgaria	<ol style="list-style-type: none"> <li>1. There is no licensing regime for shipping agents in Bulgaria. Their activity is regulated by the Merchant Shipping Code only.</li> <li>2. A membership in any association is a completely voluntary act depending on the decision of the agency company.</li> <li>3. It is difficult to say what percentage of members are in the association because there is no unified register, but according to our assumptions, this would be about 60-70%</li> </ol>
Costa Rica	<ol style="list-style-type: none"> <li>1. In Costa Rica they are regulated by the Maritime Directorate of the Ministry of Public Works and Transportation, they must be registered through their agents in order to operate.</li> <li>2. It is not mandatory, it is optional.</li> <li>3. 95% of shipping agents are members of our Association.</li> </ol>
Cote d'Ivoire	<ol style="list-style-type: none"> <li>1. Ship agents are licensed by the National Maritime Affairs' Authority (Transports Ministry)</li> <li>2. It's not compulsory for ship agents to be member of UCACI but UCACI is the only one association of ships' agent in Côte d'Ivoire; we had two associations before 2015 and in 2015, UCACI has been created, putting together the members of the two pre-existing associations.</li> </ol>
Croatia	<ol style="list-style-type: none"> <li>1. Ship agents' activities in Croatia are licensed and well regulated by the Croatian Maritime Code and by the respective Regulations on conditions required to conduct the activity of the maritime agent and rights and duties of the maritime agents (Official Gazette No. 82/07 dated 8 August 2007)</li> <li>2. No, membership is on voluntary basis.</li> <li>3. 66%</li> </ol>

Cyprus	<ol style="list-style-type: none"> <li>1. Ship Agents in Cyprus are not licenced and their profession is not regulated by any national authorities.</li> <li>2. It is not compulsory for Ship Agents to be members of the national Association. However the absolute majority of local Ship Agents are members of the Cyprus Shipping Association (CSA) for improving their professional calibre and image taking also part in the deliberations of the Association on a broad number of issues and subject matters connected with their activities and services.</li> <li>3. As mentioned hereabove more than 90% of active Ship Agents in Cyprus are members of CSA.</li> </ol>
Denmark	<ol style="list-style-type: none"> <li>1. No, we have a liberal legislation and anyone may establish ship agency business but must apply and have a VAT number.</li> <li>2. No.</li> <li>3. Close to 100% of the ship agencies in Denmark are members of Danish Shipbrokers and Port Operators.</li> </ol>
Dubai	<ol style="list-style-type: none"> <li>1. Yes. Shipping agents have to be licensed and registered by local authorities.</li> <li>2. No. it is not compulsory for ship agents to be members of national association.</li> <li>3. Approximately 75%.</li> </ol>
Estonia	<ol style="list-style-type: none"> <li>1. Not licensed, but must go through qualification. Must have min 2 x employees with seamen qualification.</li> </ol>
France	<ol style="list-style-type: none"> <li>1. No. However we are in a process of recognition of the profession by the Government.</li> <li>2. No. There is no obligation to do so. As soon as the profession is recognized in France, being member of the national federation will be necessary.</li> <li>3. We estimate to 85-90% of France ship agents being member of our federation.</li> </ol>
Hungary	<ol style="list-style-type: none"> <li>1. No</li> <li>2. No</li> <li>3. 50%</li> </ol>
Italy	<ol style="list-style-type: none"> <li>1. In Italy ship agents are regulated by national authority: Ministry of Infrastructure and Transport.</li> <li>2. No, is not compulsory.</li> <li>3. 95% are members of the association.</li> </ol>

Japan	<ol style="list-style-type: none"> <li>1. Yes</li> <li>2. No</li> <li>3. Regret to advise that no data is available</li> </ol>
Jordan	<ol style="list-style-type: none"> <li>1. Ship agents in Jordan are licensed by the Jordan Maritime commission.</li> <li>2. Ship Agent cannot obtain the license if he is not a member in the Jordan Shipping Association. So it is compulsory.</li> </ol>
Kenya	<ol style="list-style-type: none"> <li>1. Yes, ship agents are licensed and regulated by Kenya Maritime Authority.</li> <li>2. It not compulsory for ship agents to be members of the Association.</li> <li>3. 68.8 %</li> </ol>
Lithuania	<ol style="list-style-type: none"> <li>1. Ship agents in Lithuania licensed by Lithuanian transport safety administration.</li> <li>2. Not compulsory.</li> <li>3. 50%</li> </ol>
Malta	<ol style="list-style-type: none"> <li>1. Currently no but the plan is to have ship agents regulated by the competent authority within the next few months.</li> <li>2. No.</li> <li>3. 95%</li> </ol>
Mexico	<ol style="list-style-type: none"> <li>1. Yes, In Mexico the agents have to acquire a permit to act as a General Shipping Agent before the Minister of Transportation.</li> <li>2. No.</li> <li>3. AMANAC represent the 95% percent of the shipping agents whom attend the national and foreign vessels.</li> </ol>
Morocco	<ol style="list-style-type: none"> <li>1. In our country, shipping agents must be authorized by the relevant ministry on which the department of merchant navy depends.</li> <li>2. No, shipping agents do not have to be a member of an association.</li> </ol>
Mozambique	<ol style="list-style-type: none"> <li>1. Yes</li> <li>2. No</li> <li>3. Nil</li> </ol>
Netherlands	<ol style="list-style-type: none"> <li>1. No</li> <li>2. No</li> <li>3. 90-95% of all ship calls</li> </ol>
Panama	<ol style="list-style-type: none"> <li>1. Yes. Panama Maritime Authority (AMP)</li> <li>2. No</li> <li>3. Approximately 25%</li> </ol>

Peru	<ol style="list-style-type: none"> <li>1. Yes, supervised by the Port Authority and Customs Authority. We need to submit a bond every year. The Port Authority issues a license to operate.</li> <li>2. It is not mandatory, it is totally free. We are working on it.</li> <li>3. 60% in number of members.</li> </ol>
Poland	<ol style="list-style-type: none"> <li>1. No, they are not.</li> <li>2. No, there is no such obligation.</li> <li>3. About 30% of ship's agents are members of The Polish Shipbrokers' Association.</li> </ol>
Portugal	<ol style="list-style-type: none"> <li>1. To become a Ship Agent in Portugal one should be licensed.</li> <li>2. No</li> <li>3. More than 90% of all existing Ship Agents in Portugal are members of the Association</li> </ol>
Russia	<ol style="list-style-type: none"> <li>1. No</li> <li>2. No</li> <li>3. We don't have the number country wise. However, the NW area of Russia covering the port of St. Petersburg where the Association was established, and other nearest ports of RU in the Finnish gulf are represented by the highest number of ship agents working therein among other seaside areas of the country. About 40% of those ship agents are members of the Association.</li> </ol>
Slovenia	<ol style="list-style-type: none"> <li>1. In Slovenia shipping agents are not specifically licensed. Agency's must be registered as a shipping agent and they need to comply with different governmental authorities and appropriate legislation in order to have access to different systems and institutions to be able to work as a shipping agent.</li> <li>2. Is not compulsory.</li> <li>3. The information of the percentage is a little bit misleading. Currently 34% of registered agents are members of the association but members were responsible from 01.01.2020 till 28.10.2020 for 83,28% of serviced vessels in port of Koper and from 01.01.2020 till 30.09.2020 for 64,21% container throughput. The reason is many logistic companies are registered as agents but they don't offer such services directly, some agencies collaborate with the association but are still not members and some are less interested.</li> </ol>

South Africa	<ol style="list-style-type: none"> <li>1. In South Africa vessel agents and operators must register with the national port's authority and it's based on the BBBEE Codes and level 4 or better achievement.</li> <li>2. In the port regulations is says that the agent or operator should be a member of the association EG SAASOA.</li> <li>3. All vessel agents / operators are members of the association as it affords the port authorities protection in cases of misbehaviour as the association can terminate membership if the association is brought into disrepute.</li> </ol>
Spain	<ol style="list-style-type: none"> <li>1. Ship Agents in Spain are subject to licence/authorisation given by respective Port Authority. To get it, have to comply with certain conditions and present sufficient insurance coverage and bank guarantee for Port dues</li> <li>2. No</li> <li>3. In Spain there are local associations at main Ports and a National Association (ASECOB), this later with companies/group of companies and local association as members. Being still in process the official registry for agents (approved by Law and handled by Merchant Marine Directorate), it's difficult to calculate representation, but it is very important and at both levels definitively majoritarian.</li> </ol>
Sweden	<ol style="list-style-type: none"> <li>1. No</li> <li>2. No</li> <li>3. 95%, maybe more.</li> </ol>
Turkey	<ol style="list-style-type: none"> <li>1. Yes, the agents are operating under the License released by the "Ministry of Transport and Infrastructure" and staff working in a shipping agency receives also an ID card released by the same ministry.</li> <li>2. The shipping agents have the obligation to be member of the "Chamber of Shipping" of the area where registered.</li> <li>3. As per para 2</li> </ol>
UK	<ol style="list-style-type: none"> <li>1. There is no license required to act as a ship agent in UK.</li> <li>2. It is not required to be a member of a national association.</li> <li>3. The vast majority of ship agents are members of ICS Federation (90%).</li> </ol>
USA	<p>In the USA, ship agents are not licensed nor is it compulsory for ship agents to be a member of our national association.</p> <p>We represent tramp agents, not container agents, and our members are 30% of the total number of tramp agents operating in the USA.</p>