

# FONASBA MEMBERSHIP ENQUIRY



## ENQUIRY RESPONSE FORM

<b>ORIGINATING ASSOCIATION:</b>	<b>Turkey - Maritime Association</b>
<b>ENQUIRY DETAILS:</b>	<i>Is the issuing of delivery orders (either digitally or on paper) obligatory in your country, and if so, is a charge levied for doing so? (Yes/No)</i>
<b>REPLY TO:</b>	<b>admin@fonasba</b>
<b>COPY REPLY TO:</b>	
<b>CLOSING DATE FOR REPLIES:</b>	<b>Friday, 12<sup>th</sup> February 2021</b>
<b>RESPONDING ASSOCIATION:</b>	

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

Algeria	Delivery orders are compulsory for customers wishing to collect their cargo from the terminal,  Same is remitted by the ship agent in charge of the call against payment of the in the arrival notice fees.
Argentina	The Delivery Order is a private document universally issued for the release of containers and general cargo (Not used in Break Bulk). This document is not mandatory, but is used by lines and agencies as a resource to collect all services, surcharges related to the carriage operation. For the issuance of the Delivery Order normally a price is charged to consignee. This charge varies between lines, so there is not a fixed charge in the market.
Bahrain	1. Issuing of Delivery Order is mandatory in Bahrain. The DO number is mandatory in the customs Bill of Entry declaration. 2. Yes. Certain charges applied by the Line agents for the DO issue.
Brazil	In Brazil "Delivery Order" is neither recognized or valid under applicable law.
Costa Rica	Delivery order is mandatory in Costa Rica, delivery of the cargoes is subject by Terminals, warehouses and others subject to Customs clearance authorization.  There is no cost.
Croatia	Yes.  Yes.

Cyprus	Please be advised that inward goods cannot be released to consignees unless the delivery order issued by the carrier's shipping Agent is lodged with the competent Authorities (i.e. Customs and Port operators). For the issuance of the delivery order Shipping Agents collect their fees.
Denmark	No, hence no such fees.
Dubai	Yes. Yes.
France	As far as France is concerned, a Delivery Order is issued digitally by the carrier of the cargo directly if they have their own office in France or by the authorised destination agent on behalf of the main carrier, at no charge.  It is not an obligation by law, but is part of the release process of cargo to consignee.  Delivery Order is important because it confirms in a way BL is accomplished.
Hungary	No.
Israel	Shipping Agents do not accept the Original B/L without releasing a Delivery Order in return.
Italy	1. In Italy the issuing of delivery orders is compulsory. 2. A charge is levied for doing so, but every Shipping Line/Agency fix the fees (free market).
Japan	Yes, we are issuing.  Yes, Delivery Order fee is charged.
Jordan	It is obligatory and levied is applicable.
Lebanon	Yes, it is obligatory to issue delivery orders to cargo owners and this is done against a charge.
Lithuania	Yes.  Shipping line or cargo forwarder should issue delivery order via electronic port cargo movement control system.
Malta	Yes it is obligatory.  Yes a charge is levied.
Mexico	In Mexico, the ship agencies send to the port terminals the delivery order and it doesn't have any charge.
Montenegro	Yes it is obligatory.  Yes there is a charge.

Morocco	In Morocco, the issuing of the Delivery Orders (Which are currently digitized) is compulsory and its fees are included in the documentation fees charged by the ship agent.
Mozambique	Release is stamped on the B/L itself. In the absence, a Delivery Order can be issued. The release fee is still levied when a Delivery Order is printed.
Netherlands	No, not obligatory.
Peru	Yes.
Portugal	No.
Russia	Yes, it is issued digitally and free of charge.
Slovenia	Yes. Yes.
South Africa	Delivery orders are generally given on release of the cargo from the vessel's agent to the clearing agent in order to uplift cargo from the warehouse or container depot. Some even scan and forward a copy to the warehouse or container depot to check that the release order is identical.
Spain	Pick up or Delivery orders are always required by terminals or depots, either physical or electronic. Apart of the given right to use the unit, it is typically used as EIR (equipment interchange receipt) stating its condition.  If the inland carrier is arranged by customer or Ffwr, most shipping companies charge an 'on wheels' fee.
UK	Delivery order is not obligatory.  In UK it is related to the commercial release of cargo.  Some consolidators may charge a D/O to release the cargo onto a third party.  Generally a shipping line would issue a commercial release when you had paid all their charges.  Freight / terminals / docs, very few, if any, have a specific Delivery Order charge for releasing the cargo.

Uruguay	<p>In Uruguay, the goods are delivered with the bill of lading at sight, once the client or his representative have made the payments corresponding to the freight and local expenses before the Shipping Agents. For the safety of the parties, there is a procedure by which an electronic release is made at Customs, once the client or her representative makes payments to the Shipping Agents. This delivery order has an associated cost, which varies between companies because they are in free competition.</p>
USA	<p>Most of my members deal with the bulk trades and have replied that they are not familiar with a delivery order.</p> <p>One member in Puerto Rico replied – not by law, depends on the Receiver.</p>