

ECASBA Survey Results: Cyprus Automated Import System by Customs Department

Members in Cyprus raised concerns about the implementation of the AIS system, scheduled for early April 2025, since for the undertaking of Customs formalities & exchanges the new system will replace the prevailing Port Community System. The current regulations require that Ship Agents can only generate arrival notifications (G2 messages) once a vessel has physically arrived and is ready to discharge. This restriction impacts the timely submission of cargo manifests (G3-G4 messages), potentially delaying customs clearance and cargo delivery.

To ensure seamless vessel and cargo operations, particularly in liner trades (container/ro-ro), they inquired whether other European countries allow for more flexibility—such as permitting the creation of arrival messages 24 to 48 hours before actual arrival.

Additionally, they sought insights into AIS implementation across Europe and any ongoing technical challenges experienced by members.

QUESTIONS AND ANSWERS

1. AIS Implementation Status: a. Has AIS already been fully implemented in your country? (Yes/No)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	AIS Implementation Status: a. Has AIS already been fully implemented in your country? (Yes/No)
Denmark	Danish Shipbrokers and Port Operators	NO
Croatia	ASBA Croatia	YES
SPAIN	ASECOB	NO
Bulgaria	Bulgarian Association of Ship Brokers and Agents	NO

2. AIS Implementation Status b. If not, what is the expected timeline for implementation? (Open answer)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	AIS Implementation Status b. If not, what is the expected timeline for implementation? (Open answer)
Denmark	Danish Shipbrokers and Port Operators	It is not being implemented as part of the procedure. Denmark has no Port Community System, because all relevant systems authority systems are directly available to all economic operators.
Croatia	ASBA Croatia	N/A
SPAIN	ASECOB	G2 IS COMPULSORY JUNE 2024. G3 & G4 ARE AVAILABLE BUT NOT RECOMMENDED TO USE TILL EMSW IMPLEMENTATION, EXPECTED BY AUGUST 2025
Bulgaria	Bulgarian Association of Ship Brokers and Agents	ICS 1 fully implemented, ICS 2 will be full on 01.04.2025

3. AIS Implementation Status: C. Has your country opted to delay the AIS until the implementation of the Single Window which shall include Customs' formalities?

		AIS Implementation Status: C. Has your country opted to delay the AIS until the implementation of the Single Window which shall include Customs' formalities?
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	No
Croatia	ASBA Croatia	No
SPAIN	ASECOB	Yes
Bulgaria	Bulgarian Association of Ship Brokers and Agents	No

4. Flexibility in Arrival Notifications (G2 Messages): a. In your country, are Ship Agents allowed to submit electronic messages of the arrival notification before the vessel's actual arrival? (Yes/No)

		Flexibility in Arrival Notifications (G2 Messages): a. In your country, are Ship Agents allowed to submit electronic messages of the arrival notification before the vessel's actual arrival? (Yes/No)
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	Yes
Croatia	ASBA Croatia	No
SPAIN	ASECOB	No
Bulgaria	Bulgarian Association of Ship Brokers and Agents	No

5. Flexibility in Arrival Notifications (G2 Messages): b. If yes, how far in advance can these notifications be submitted? (24 hours / 48 hours / Other – please specify)

YOUR COUNTRY		NAME OF YOUR ASSOCIATION/COMPANY	Flexibility in Arrival Notifications (G2 Messages): b. If yes, how far in advance can these notifications be submitted? (24 hours / 48 hours / Other – please specify)
			You give a pre-notice of arrival, and state actual arrived when the ship is berthed, which is stated in both SafeSeaNet and the Customs systems respectively. Only after release the cargo operation may commence, which is usually a max. 15 minutes window from actual arrived. Referring to question 8, Denmark will NOT integrate customs in the our future Maritime National Single Window, which is not obligatory for the Member States to do.
Denmark		Danish Shipbrokers and Port Operators	
Croatia		ASBA Croatia	N/A
SPAIN		ASECOB	
Bulgaria		Bulgarian Association of Ship Brokers and Agents	

6. Flexibility in Arrival Notifications (G2 Messages): c. If the issue is the scenario that the vessel will omit the port call, how is this mitigated by Customs in the new system? (Open answer)

YOUR COUNTRY		NAME OF YOUR ASSOCIATION/COMPANY	Flexibility in Arrival Notifications (G2 Messages): c. If the issue is the scenario that the vessel will omit the port call, how is this mitigated by Customs in the new system? (Open answer)
Denmark		Danish Shipbrokers and Port Operators	Not applicable.
Croatia		ASBA Croatia	N/A
SPAIN		ASECOB	AMMENDMENT VIA WEB
Bulgaria		Bulgarian Association of Ship Brokers and Agents	

7. Flexibility in Arrival Notifications (G2 Messages) : d. If no, what are the primary reasons for this restriction? (Open answer)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Flexibility in Arrival Notifications (G2 Messages) : d. If no, what are the primary reasons for this restriction? (Open answer)
Denmark	Danish Shipbrokers and Port Operators	Not applicable.
Croatia	ASBA Croatia	We understood that flexibility in Arrival Notifications may be implemented at later stage.
SPAIN	ASECOB	
Bulgaria	Bulgarian Association of Ship Brokers and Agents	

8. Cargo Manifest Submission (G3-G4 Messages): a. Can cargo manifests under the new AIS system be submitted prior to vessel arrival in your country? (Yes/No)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Cargo Manifest Submission (G3-G4 Messages): a. Can cargo manifests under the new AIS system be submitted prior to vessel arrival in your country? (Yes/No)
Denmark	Danish Shipbrokers and Port Operators	YES
Croatia	ASBA Croatia	NO
SPAIN	ASECOB	NO
Bulgaria	Bulgarian Association of Ship Brokers and Agents	YES

9. Cargo Manifest Submission (G3-G4 Messages): b. If yes, what is the allowed timeframe for submission before arrival? (24 hours / 48 hours / Other – please specify)

		Cargo Manifest Submission (G3-G4 Messages): b. If yes, what is the allowed timeframe for submission before arrival? (24 hours / 48 hours / Other – please specify)
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	N/A
Croatia	ASBA Croatia	N/A
SPAIN	ASECOB	
Bulgaria	Bulgarian Association of Ship Brokers and Agents	48

10. Cargo Manifest Submission (G3-G4 Messages): c. If no, what challenges has this caused for Ship Agents and cargo operations? (Open answer)

		Cargo Manifest Submission (G3-G4 Messages): c. If no, what challenges has this caused for Ship Agents and cargo operations? (Open answer)
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	N/A
Croatia	ASBA Croatia	
SPAIN	ASECOB	DELAYED TILL EMSW
Bulgaria	Bulgarian Association of Ship Brokers and Agents	

11. Operational Impact and Challenges: a. Have Ship Agents or terminal operators in your country experienced disruptions due to AIS requirements? (Yes/No)

		Operational Impact and Challenges: a. Have Ship Agents or terminal operators in your country experienced disruptions due to AIS requirements? (Yes/No)
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	NO
Croatia	ASBA Croatia	NO
SPAIN	ASECOB	NO
Bulgaria	Bulgarian Association of Ship Brokers and Agents	YES

12. Operational Impact and Challenges: b. If yes, what specific challenges have arisen? (Open answer)

		Operational Impact and Challenges: b. If yes, what specific challenges have arisen? (Open answer)
YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	
Denmark	Danish Shipbrokers and Port Operators	N/A
Croatia	ASBA Croatia	
SPAIN	ASECOB	
Bulgaria	Bulgarian Association of Ship Brokers and Agents	

13. Operational Impact and Challenges: c. Have any workarounds or best practices been adopted to mitigate these issues? (Open answer)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Operational Impact and Challenges: c. Have any workarounds or best practices been adopted to mitigate these issues? (Open answer)
Denmark	Danish Shipbrokers and Port Operators	N/A
Croatia	ASBA Croatia	
SPAIN	ASECOB	PROCEDURE IS INTEGRATED IN EXISTING PCS & EXISTING SINGLE WINDOW COORDINATED BY POR AUTHORITIES WHERE FROM INFORMATION IS DIRECTED TO CUSTOMS HOUSE
Bulgaria	Bulgarian Association of Ship Brokers and Agents	

14. General Feedback: a. Do you believe AIS requirements should be adjusted to allow greater flexibility in pre-arrival notifications? (Yes/No)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	General Feedback: a. Do you believe AIS requirements should be adjusted to allow greater flexibility in pre-arrival notifications? (Yes/No)
Denmark	Danish Shipbrokers and Port Operators	NO
Croatia	ASBA Croatia	YES
SPAIN	ASECOB	NO
Bulgaria	Bulgarian Association of Ship Brokers and Agents	YES



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Cyprus -February 2025

15. General Feedback: b. Any additional comments or recommendations? (Open answer)

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	General Feedback: b. Any additional comments or recommendations? (Open answer)
Denmark	Danish Shipbrokers and Port Operators	N/A
Croatia	ASBA Croatia	
SPAIN	ASECOB	
Bulgaria	Bulgarian Association of Ship Brokers and Agents	