

# Jordan Survey Results: A CASE OF LONG-STANDING CONTAINERS CARRYING DANGEROUS GOODS THAT REMAIN IN PORT YARDS FOR EXTENDED PERIODS WITHOUT BEING COLLECTED.

Our colleagues in Jordan asked us to circulate a survey concerning long-standing containers carrying dangerous goods that remain in port yards for extended periods without being collected.

## QUESTIONS AND ANSWERS

### 1. How are dangerous goods containers handled at your port and/or terminal?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Q1. How are dangerous goods containers handled at your port and/or terminal?
ALGERIA	APAMA	Dangerous good containers are unloaded directly from the ship onto trucks and transferred to depots specially designed to accommodate dangerous goods. When the port does not have a depot to receive and handle such goods, the containers are transferred to depots outside the port.
ARGENTINA	CENTRO DE NAVEGACIÓN	The importer, through their customs broker, must request the transfer of non-usable dangerous goods to the warehouse authorized for their storage and handling,

selecting the "IMO-IC67 CARGO Import" procedure in the "Customs Procedures Computer System (SITA)", at least 3 business days prior to the arrival of the goods.

CHILE	ASONAVE A.G.	Handling of containers with dangerous goods must get authorization first from Maritime Authority.
Croatia	ASBA Croatia	Stowed at terminal within dedicated area limits
Denmark	Danish Shipbrokers and Port Operators	Such containers are stored in secured area in the ports
Egypt	AKKAD SHIPPING (AK-SHIPS)	Handling dangerous goods (DG) containers at a port is a very careful and strict process. It's all about making sure everyone is safe and protecting the environment as follows: 1. Before a DG container even arrives, the shipping company has to declare exactly what's inside. This includes the item's special ID number, its name, and what kind of hazard it is (like explosive, flammable, or toxic). This is a legal requirement. 2. Once a DG container gets to the port, it's immediately moved to a special, separate area. We can't stack it with regular containers. Flammable liquids, for example, must be kept far away from explosives and other materials they might react with. Every type of dangerous good has its own rules for where it can be stored. 3. Some of the most dangerous items, like explosives and radioactive materials, can't be stored at all. They must be unloaded from the ship and put directly onto a truck to be taken out of the port right away. 4. Ports have detailed emergency plans just for dangerous goods. Staff are highly trained to handle spills, fires, or any other accidents that might happen. They know how to respond quickly and safely and work closely with local emergency services.
FRANCE	AMCF	haz cargo in cntrs are getting 5 days freetime import and 8 days freetime export per cntr.

Germany	ZVDS	Based on the relevant legal provisions, e.g. the Dangerous Goods Regulations for Sea Transport, which transpose the relevant IMDG codes into national law.
Great Britain	The Institute of Chartered Shipbrokers	We have 4 major container ports and around 10 feeder ports. Each port is independently operated so all are different but ALL British ports comply with the IMDG Code i
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	DEPENDING ON IMO CLASS, FROM DIRECT DELIVERY UP TO STORAGE TO A SEGREGATED AREA
Hungary	HUNASBA / MAHART Container Center (MCC)	We can handle and store DG cargo in container or intermodal units. We can handle and store almost all classes except ADR 1st, 2nd, and 7th classes. We can store limited volume of DG cargo on terminal but for undefined period.
INDIA	MACSONS SHIPPING AGENCIES PVT LTD	Normally dedicated area within the terminal has been designated for the storage of dangerous goods.
Israel	Israel chamber of shiping	Depend on imco /un code. Some codes are required direct delivery and rest allowed to stay in port for max 21 days
JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	SEPARATE STORAGE AREA
KENYA	KENYA SHIPS AGENTS ASSOCIATION	Destroyed by incineration at designated yards or reshipped to ports of origin if condemned
Netherlands	VNC	We have to report all details to all private and public stakeholders

Poland	Polish Shipbrokers' Association	import: 1. approval of carrier (liner or tramp) 2. Dangerous Goods Declaration 3. approval of Terminal to receive container with IMO classified cargo 4. Depending on IMO Class storing container in dedicated area (+necessary measures if needed eg. fire brigade assistance) 5. Dangerous Goods Manifest issued by carrier/agent to terminal and Customs Office. 6. Importer/Consignee to place import licences, invoice & docs to Customs Office to get OK to discharge&remove from storage yard.
Slovenia	The Slovenian Ship And Freight Agents Association	At the Port of Koper, dangerous goods containers are handled strictly in accordance with all applicable local regulations, international standards, and safety norms. The terminal follows established procedures for the safe reception, storage, and dispatch of such containers, ensuring compliance with legal requirements and the highest safety measures to protect personnel, cargo, and the environment.
SOUTH AFRICA	SAASOA	A copy of the Import list ,has to be presented to the terminal 72 hours prior to the vessels arrival ETA. cargo also has to be precleared and all charges settled with the vessels agent who will then issue the release . The clearing agent will then ensure that his trucker will have his truck alongside for immediate evacuation to the importers premises. Classes that require immediate evacuation are: Class 1, Class 2.1 ,2.3, 4.1, 4.2
Spain	Asecob	Following strict security regulations and based on category, storing them in dedicated areas. Some others like fireworks, radioactive etc are handled from vessel to truck for immediate delivery to destination, normally under police escort.
United States	ASBA	Our members do not handle containers
Uruguay	Centro de Navegación	In accordance with the provisions of three regulations: the Regulations on Hazardous Cargo Operations for the Port of Montevideo, and the Manual on Hazardous Cargo and Port Security, both of which are aligned with the provisions of the IMDG Code

## 2. What is the standard procedure followed by your port authority for such dangerous goods containers?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Q2. What is the standard procedure followed by your port authority for such dangerous goods containers?
ALGERIA	APAMA	The designated fire depot is responsible for hThe designated "fire park" is responsible for handling and evacuation formalities from the port. The "fire par" is designated by the consignee, the ship Agent or by customs. If the formalities are not completed promptly (before the completion of unloading operations for other goods), containers remain on board and are returned to the loading port.
ARGENTINA	CENTRO DE NAVEGACIÓN	The procedure aims to identify the importer prior to unloading and prioritizes the direct clearance of IMO merchandise to avoid temporary storage in port areas.
CHILE	ASONAVE A.G.	Vessel Agent to present a cargo manifest for dangerous goods to the Maritime Authority and request permission for handling. Same is done electronically through a system own by Harbor Master
Croatia	ASBA Croatia	Standard IMO Code handling procedures
Denmark	Danish Shipbrokers and Port Operators	IMDG rules is statutory in Danish legislation
Egypt	AKKAD SHIPPING (AK-SHIPS)	For dangerous goods (DG) containers, a port authority follows a very strict procedure to ensure safety. 1. Before Arrival, the port must be told exactly what dangerous items are on a ship well in advance. This includes the item's name, its danger class (like flammable or toxic), and all the necessary safety paperwork. The port has the right to refuse the cargo if it doesn't meet the rules. 2. When the container arrives, it is immediately moved to a special, separate area. It cannot be mixed with regular cargo. The most

		dangerous items, like explosives, are taken directly from the ship to a truck and must leave the port right away. 3. All containers must have proper labels showing their hazard. The port also has detailed emergency plans and highly trained staff to handle any accidents, like spills or fires.
FRANCE	AMCF	after freetime, dem fees are higher than standard dry cargo.
Germany	ZVDS	see above
Great Britain	The Institute of Chartered Shipbrokers	As per IMDG code guidelines, proximity to people, other DG goods etc
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	IMO MANIFEST ASKED PRIOR TO DISCHARGE/ENTRANCE
Hungary	HUNASBA / MAHART Container Center (MCC)	We are checking MSDS and available capacity before container with DG cargo arrives to our terminal. Every contracted client have a dedicated mex volume they can store on our terminal, sepoarated by DG classes. If cargo can be accepted by MSDS, and client's stock have free capacity, we can let them to drop off container loaded with haz. cargo.
INDIA	MACSONS SHIPPING AGENCIES PVT LTD	Upon notification of shipment arrival by the liner, the designated safety protocols shall be activated. Fire safety trucks shall be strategically positioned within the vicinity of the dedicated storage area for dangerous goods to ensure immediate response capability
Israel	Israel chamber of shipoing	See para 6
JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	NOTHING IN PARTICULAR (SAME PROCEDURE AS FOR GENERAL CONTAINER)
KENYA	KENYA SHIPS AGENTS ASSOCIATION	The SOP is that goods are condemned by KEBS Kenya Bureau of Standard and NEMA National Enviromental Management gives destruction sites

Netherlands	VNC	They check contents of reporting formalities and give back if this allowed to discharge and store
Poland	Polish Shipbrokers' Association	Maritime Administration + Port Authority require IMO Dangerous Goods Declaration + Manifest + B/L. Depending on type and quantity standard or individual procedure is established.
Slovenia	The Slovenian Ship And Freight Agents Association	The shipping agent is responsible for notifying the port authority and the terminal in advance if a vessel is carrying or will load dangerous goods containers. Based on the applicable regulations and the specific type of dangerous cargo, the container is then handled, stored, and treated in accordance with the required safety procedures.
SOUTH AFRICA	SAASOA	All high-hazard IMDG classes must be immediately removed. No free days are permitted. For moderate hazard IMDG cargo, Classes 3,4,6, 8. two free days are permitted.
Spain	Asecob	All dangerous goods have to be declared at berth permission request and then Customs. Port authority rules the handling and security measures
United States	ASBA	
Uruguay	Centro de Navegación	Authorities receive declarations 48 hours prior to arrival, and depending on the type and condition, they may be collected immediately upon unloading or stored under certain conditions for a maximum of 30 days.

### 3. How are the details of the dangerous goods containers and their status documented and monitored?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Q3. How are the details of the dangerous goods containers and their status documented and monitored?
ALGERIA	APAMA	All documents must show the nature of the dangerous goods (Name, type, class...), same is introduced by the the ship Agent into the data customs system. the ship agent must indicate the designated "park fire" if same is nominated by himor by the consignee, if not customs will nominate the Park Fire to were the containers will be transferred.
ARGENTINA	CENTRO DE NAVEGACIÓN	Imported dangerous goods undergo special customs procedures designed to identify the importer and prevent temporary and transitory storage prior to arrival at their final destination. During their transfer to their final destination outside the port, the container must be accompanied by a customs guard.
CHILE	ASONAVE A.G.	Special cargo mannifest for dangerous goods, which should contain BL Nr. / Shipper / Consignee / Identification as per IMDG Code/ Stowage / Container ID / Weight. Monitoring of loading or discharge is done by a patrol of Maritime Authority.
Croatia	ASBA Croatia	All details available in the terminal operating system
Denmark	Danish Shipbrokers and Port Operators	In digital way through the EU system SafeSeaNet monitored by national authorities as well as EMSA in Lissabon
Egypt	AKKAD SHIPPING (AK-SHIPS)	Documentation and monitoring for dangerous goods containers are handled with strict care, using a combination of paperwork and computer systems. • The shipping company has to provide key documents, like a Dangerous Goods Declaration (which lists



		the item's special ID and hazard class) and a Material Safety Data Sheet (which details its chemical properties and safety rules). • This information is entered into the port's computer system, which tracks the container from the moment it arrives until it leaves. The system ensures the container is placed in a special, safe storage area. • On top of the electronic tracking, port staff physically check each container to make sure it has the correct hazard warning labels. This combination of checks ensures that everyone at the port knows exactly what is in a container, where it is, and how to handle it safely.
FRANCE	AMCF	the ship agent is handling all paperwork as a std dry cntr, but haz mat must be declared in advance to move cntr to propoer storage area.
Germany	ZVDS	Digital, e.g. in Hamburg with the GEGIS system. GEGIS is the modern solution for the transport of dangerous goods. With the modules Dangerous goods registration for maritime transport, regulations for sea (IMDG), road (ADR/RID), inland waterways (ADNR), Stowage & segregation. GEGIS offers seamless monitoring and documentation of all dangerous goods movements to, in, and from the Hamburg port area internationally usable Internet applications comprehensive databases.
Great Britain	The Institute of Chartered Shipbrokers	ALL DG containers are booked in just like any other container but the additional paperwork MUST be checked prior to offloading from truck or ship.
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	IMO MANIFEST WITH MSDS OF EACH CONTAINER
Hungary	HUNASBA / MAHART Container Center (MCC)	DG cargo stock is monitored every 4 hour, if there is any discrepancy. DG cargo storage yard also monitored be cameras and it is a secured place also.
INDIA	MACSONS SHIPPING AGENCIES PVT LTD	Dangerous goods container details are recorded in the DG manifest provided by the liner as per IMDG Code. The terminal cross-verifies and updates the Terminal Operating System, after which containers are placed in the designated DG area. Their location and

		status are jointly monitored through the liner's cargo system and the terminal's TOS to ensure compliance and traceability
Israel	Israel chamber of shipoing	By submitted manifest
JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	SUBTMIT SDS (SAFETY DATA SHEET) TO THE PORT AUTHORITY
KENYA	KENYA SHIPS AGENTS ASSOCIATION	DG Cargoes are documented through manifest as usual but are supposed to be on direct delivery from Port
Netherlands	VNC	IMO regulations
Poland	Polish Shipbrokers' Association	Termial must have internal procedure (approved by Port Authority) for handling & storage od IMO classified containers.
Slovenia	The Slovenian Ship And Freight Agents Association	The shipping agent is responsible for providing all required information regarding dangerous goods containers to the port authority and terminal. A designated supervisor in the port ensures that each container is properly inspected and marked with the appropriate labels in accordance with the IMDG Code and other international standards. This guarantees that the documentation, identification, and monitoring of such containers are fully compliant with safety regulations.
SOUTH AFRICA	SAASOA	All SA Ports operate are on the NAVIS System and data will be loaded 72 hours prior to the vessels arrival.
Spain	Asecob	Through the national maritime single window
United States	ASBA	

Uruguay	Centro de Navegación	They are documented through declarations required by the competent authorities, in some specific formats, beyond the receipt of the corresponding manifest declaration, and the correspondence or lack thereof of the customs document issued prior to arrival.
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## 4. What is the role and responsibility of the shipping agent in such cases, especially when the consignee fails to appear or take delivery of the dangerous goods container?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Q4. What is the role and responsibility of the shipping agent in such cases, especially when the consignee fails to appear or take delivery of the dangerous goods container?
ALGERIA	APAMA	The agent has no responsibility, except for errors made when entering information (Manifests) into the customs' data system.
ARGENTINA	CENTRO DE NAVEGACIÓN	The agent as customs broker has no liability for unloaded dangerous goods. His responsibility is limited to representing the shipowner in the fulfillment of his duties to report and document the goods being unloaded.
CHILE	ASONAVE A.G.	No responsibility for Ship Agent but for custom broker or consignee representative. No cargo will be discharged or loaded without previous presentation of documentation requested by Maritime Authority and Customs.
Croatia	ASBA Croatia	Same as with any other cargo in case when the consignee fails to appear
Denmark	Danish Shipbrokers and Port Operators	No particular role other than registrations in SafeSeaNet and/or Customs Systems. The collection is a case between consignee, terminal and ship owner.

Egypt	AKKAD SHIPPING (AK-SHIPS)	<p>The shipping agent's role is extremely important when a dangerous goods container is not picked up. They are responsible for making sure the cargo is handled safely and legally. Here's what they do: • The agent is the primary person who deals with the port and authorities. They must make sure all the correct paperwork is filed from the start. • If the person who is supposed to receive the goods doesn't show up, the agent has to find a solution. This includes trying to contact the recipient and the original sender. • Since dangerous goods can't stay at the port for long, the agent becomes financially responsible for the container. They have to pay for the expensive storage fees and any penalties to the port. They will then try to get that money back from the company that failed to pick up the container. Basically, if a dangerous goods container is abandoned, the shipping agent becomes the caretaker and is legally and financially responsible for it until the problem is solved.</p>
FRANCE	AMCF	<p>in case cnee fails to pick up cntr, after 90 days on terminal, customs can declare abandoned cargo and remove cargo from cntr for destruction . All charges incurred are on cnee, its freight forwarder or shipper's account.</p>
Germany	ZVDS	<p>It depends. In the case of toxic waste in particular, the agent or shipping company is obliged to return the waste at its own expense if no recipient or representative of the sender can be identified. It may also happen that the agent or shipping company has to bear the disposal costs locally if return transport is too dangerous.</p>
Great Britain	The Institute of Chartered Shipbrokers	<p>NIL - ALL responsibility lies with the shipper / receiver - These MUST be declared prior to the container being allowed access to the port</p>
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	<p>IF NO DELIVERY ORDER EXCHANGED, IT IS STILL AGENT LIABLE TO FIND A SOLUTION, MOSTLY BEING RETURN TO ORIGIN</p>

Hungary	HUNASBA / MAHART Container Center (MCC)	Theoretically container loaded with DG cargo can be stored for unlimited time on our terminal, if container and cargo fits to terminal's rules. If DG cargo is custom cargo also, then cargo can be stored for max 90 calendar days. We apply a progressively increasing tariff, where the fees increase every few days, thus motivating the customer to store the goods or container at the terminal only for the shortest possible time. If consignee fails to appear or deliver DG container from terminal, then its a huge cost, and if it is customs cargo also, after a certain period customs authority will arrest cargo and order client for destruction.
INDIA	MACSONS SHIPPING AGENCIES PVT LTD	In India, if the consignee fails to take delivery of a dangerous goods container, the shipping agent, acting for the liner, is responsible for coordinating with the terminal operator to ensure safe storage in the designated DG area. The agent must notify Customs, the Port Authority, and other statutory bodies as required under the IMDG Code and Indian port regulations. The agent also follows up with the consignee, and if they remain unresponsive, initiates further action such as re-export, auction, or disposal of the cargo, strictly in line with Customs Act provisions, Major Port Authority guidelines, and safety protocols. Throughout the process, the agent safeguards the liner's interests and ensures compliance with Indian laws
Israel	Israel chamber of shipping	The agents are required to press the c/nee
JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	URGE THE CONSIGNEE TO PICK UP THE CONTAINER
KENYA	KENYA SHIPS AGENTS ASSOCIATION	The shipping line/agent caters for destruction costs
Netherlands	VNC	Ship agents is the one doing the reporting formality so in first instance responsible for this. If consignee is not going to pick up container, ship agents remains responsible as holder of the goods.

Poland	Polish Shipbrokers' Association	depending who declares storage of container at the Terminal. Agent on behalf of Master/Carrier or the Importer/Consignee.
Slovenia	The Slovenian Ship And Freight Agents Association	The shipping agent is obliged to notify the consignee regarding the arrival of the dangerous goods container. If the consignee fails to respond or take delivery, the decision lies with the shipping line. Depending on the circumstances, the cargo may either be re-shipped to the consignee, delivered through alternative arrangements, or, if the accumulated port charges exceed the value of the goods, the cargo may be sold or destroyed in accordance with applicable regulations.
SOUTH AFRICA	SAASOA	The port of load will be notified and the vessel agent will then arrange to move the IMDG cargo to a customs licenced depot pending a clearance or processing of a documentation for re export.
Spain	Asecob	As declarant before customs, agent is subsidiary responsible with owner
United States	ASBA	
Uruguay	Centro de Navegación	In the case of dangerous goods that cannot be stored at the port, shipping agents ensure that the Customs Broker has completed all customs documentation prior to the vessel's arrival so that the container can be unloaded. For cases that can be stored, agents ensure that the recipient is informed of all associated costs. In the event of a no-show, the shipping agent will arrange for contact with the shipper at the origin and request re-exportation of the cargo.

5. In cases where dangerous goods containers are re-exported:

a) Who is responsible for coordinating the process? b) What is the standard procedure followed for the re-exportation of such containers?

		Q5. In cases where dangerous goods containers are re-exported:	
COUNTRY	YOUR ASSOCIATION / ORGANISATION	a) Who is responsible for coordinating the process?	b) What is the standard procedure followed for the re-exportation of such containers?
ALGERIA	APAMA	The agent in coordination with the consignee.	Re-export request must come from the consignee or supplier. The main condition is that payment for the goods has not yet been made by the consignee (A certificate of non-transfer is issued by the bank). If payment has been made, the consignee must first repatriate the transferred funds.
ARGENTINA	CENTRO DE NAVEGACIÓN	Who has the right to dispose of the goods (whoever has proven to be the legitimate holder of the bill of lading upon import). If, due to an exceptional circumstance (given that the regulations require the identification of the importer prior to unloading), the goods are abandoned (without anyone having proven their right to dispose of them) and are in customs delay, the law stipulates that they become the property of the National State; the latter will have the right and obligation to dispose of them safely.	The same export procedure applies. The issue in a re-export is determining who has the right to dispose of the IMO merchandise.

CHILE	ASONAVE A.G.	The shipper, consignee or cargo owner through their custom broker.	It is the same as loading or discharging, prior presenetation of dangerous goods mannifest and documentation requested by Maritime Authority. And off course following customs regulation as well.
Croatia	ASBA Croatia	Same as with any other cargo	Same as with any other cargo
Denmark	Danish Shipbrokers and Port Operators	Depends on the parties involved in the transaction, which may be the ship agent.	Normal customs procedures for re-export of an initial import
Egypt	AKKAD SHIPPING (AK-SHIPS)	<p>The primary responsibility for coordinating the re-export of dangerous goods containers lies with the shipping agent, acting on behalf of the shipping line or carrier. They are the key party responsible for managing the container's logistics and safety. The Shipping Agent's Role • The agent is the main point of contact between the port authority, the shipping line, and customs. They manage all the necessary communications and paperwork for the re-export process. • They must prepare a new set of export documents, including a new bill of lading for the re-export voyage. They also need to ensure that the dangerous goods declaration is updated and approved by the port authority and customs. • The agent must book a new vessel, arrange for the container to be moved</p>	<p>Re-exporting a dangerous goods container is like a new, formal export process. 1. The agent must get new export documents approved by customs, cancelling the old ones. 2. They book the container on a new vessel, making sure the new shipping company and destination port are okay with the dangerous goods. 3. The agent organizes the move from the special storage area to the new ship, a process that is carefully watched by everyone to ensure safety. 4. Before the container can leave, the agent must pay all the bills, including high storage fees and any fines that have built up.</p>



		from its storage area to the new ship's designated berth, and coordinate with all involved parties to ensure the process complies with all safety regulations.	
FRANCE	AMCF	the ship agent in coordination with cnee's forwarder and/or shipper.	in coordination with shipper, shipping agent can return full cntr if cargo is not sold in the meantime to another cnee. All charges on shipper's account.
Germany	ZVDS	The Agent/Shipping line	
Great Britain	The Institute of Chartered Shipbrokers	The shipper or his appointed agent - the shipping is always liable.	Standard import/export procedure with CMR/DG note. Manifested / B/Lading
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	AGENT AND ORIGIN OFFICE OF SHIPPING LINE	CUSTOMS CLEARANCE, BL ISSUE, IMO MANIFEST
Hungary	HUNASBA / MAHART Container Center (MCC)	Re-export should be coordinated by shipping line/forwarding agent, and the subcontractor of parties. like customs broker.	
INDIA	MACSONS SHIPPING AGENCIES PVT LTD	Though LINER is responsible the shipping agent acts as a coordinator to ensure that the re-export of dangerous goods is executed safely, legally, and efficiently	Each liner may follow its own approach; however, all procedures must comply with the country's legal framework, regulatory requirements of Customs, Port Authority, and Pollution Control Board, as well as international safety standards
Israel	Israel chamber of shipoing	The agent ( subject the delivery order has not been released )	That shippers has been notified and accepts the containers and all expenses paid to the agent /carrier

JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	CONSIGNEE ON B/L	MAKE A RE-EXPORT DECLARATION TO CUSTOMS
KENYA	KENYA SHIPS AGENTS ASSOCIATION	Shipping lines/agents guided by Customs	Letter from the shipper and also shipping lines gives a note
Netherlands	VNC	Ship agent (together with all parties involved)	Book export cargo on the ship and report to all private and public stakeholders
Poland	Polish Shipbrokers' Association	State Administration eg. Customs Office + Maritime Authority in any case. Depends who will be responsible to re-export or utilise the the commodity.	
Slovenia	The Slovenian Ship And Freight Agents Association	Agent	Normal procedur for loading DG cargo
SOUTH AFRICA	SAASOA	The vessel agent will attend to all formalities ,the IMDG cargo loaded in daylight hours and would be the last cargo on board and thereafter the vessel must vacate the berth.	The vessel agent will notify Customs and the port authorities ,attend to all documentation as well as arrange transport. and delivery to the terminal/ vessel.
Spain	Asecob	Initial Customs declarant at entry if not cleared	Must be formally requested to Customs
United States	ASBA		
Uruguay	Centro de Navegación	Depending on where the container is stored, the person responsible for coordinating the	The authority is responsible for receiving the declarations and conducting the corresponding checks to ensure that the units are in the properly

process will be a customs broker or a shipping agent.

authorized areas within the established timeframes. If the container left the port, the freight forwarder submits the corresponding customs operational declaration to the National Customs Directorate. If the container was stored in one of the authorized areas within the port, the shipping agent may submit the corresponding customs declaration to the National Customs Directorate.

### 6. Any additional comments or insights regarding the case of long-standing dangerous goods containers in your country?

COUNTRY	YOUR ASSOCIATION / ORGANISATION	Q6. Any additional comments or insights regarding the case of long-standing dangerous goods containers in your country?
ALGERIA	APAMA	The management of long-stay goods is the same for all goods (dangerous or not). If the goods are not cleared by the consignee after 68 days fm discharge date, they are placed in storage under the responsibility of the customs collector. The latter may order the seizure of these goods and their sale at the auction or their destruction.
ARGENTINA	CENTRO DE NAVEGACIÓN	No
CHILE	ASONAVE A.G.	Depending the kind of cargo but all cargo is allowed to remain max 90 days, otherwise Customs take control and proceed with auction. The explosives or the cargo of this class must be

		collected by consignee immediately not allowing the warehousing or whatsoever in the port premises.
Croatia	ASBA Croatia	N/A
Denmark	Danish Shipbrokers and Port Operators	It is rarely happening that dangerous goods containers are not collected
Egypt	AKKAD SHIPPING (AK-SHIPS)	- Leaving dangerous goods containers for a long time is extremely risky. The 2020 Beirut explosion, caused by a similar situation, was a major warning. Egypt has since put a big focus on clearing its ports of these dangerous materials. - When a container is abandoned, the port charges very high fees to store it. The shipping company and its local agent are legally and financially responsible for these costs until the container is dealt with. - Egypt's government is taking this issue very seriously. They have formed special teams to track down and safely get rid of abandoned dangerous goods. They have successfully cleared a lot of them from ports. They are also looking at ways to punish companies that abandon their cargo to stop it from happening in the future.
FRANCE	AMCF	nothing to add
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	The ports are all privately operated. Shippers / Receivers are logged in the port systems.
GREECE	INTERNATIONAL MARITIME UNION IN GREECE	HIGHLY AVOIDABLE FROM BOTH AGENTS AND TERMINALS, SO WE PUSH FOR RE-EXPORT
Hungary	HUNASBA / MAHART Container Center (MCC)	

INDIA	MACSONS SHIPPING AGENCIES PVT LTD	In India, long-standing dangerous goods (DG) containers are a recurring problem at ports, creating safety, environmental, and congestion risks. Weak enforcement leads to abandoned containers remaining for extended periods, causing delays, higher costs, operational bottlenecks and increased hazards
Israel	Israel chamber of shiping	If containers not released within 14 days anofficial advise to receiver is sent
JAPAN	JAPAN ASSOCIATION OF FOREIGN-TRADE SHIP AGENCIES	SET HIGH STOIRAGE FEE TO PREVENT LONG-TERM STORAGE
KENYA	KENYA SHIPS AGENTS ASSOCIATION	No enough facilities to destroy such cargoes
Netherlands	VNC	Once the costs are higher in comparison with the value of the goods when goods are not picked-up, next legal step might be destroying the goods.
Poland	Polish Shipbrokers' Association	
Slovenia	The Slovenian Ship And Freight Agents Association	N/A
SOUTH AFRICA	SAASOA	Given the high risk factor the port of load, the shipper will determine whether the cargo must be return or disposed of locally .
Spain	Asecob	If cargo is abandoned, seized by Court etc, it's a real problem and declarant is responsible for storage at bonded warehouse, destruction etc. if cargo is auctioned, part of cost might be recovered and agent can always claim to Line, shipper, notify...
United States	ASBA	



## FONASBA MEMBERSHIP SURVEY

Jordan -August 2025

Uruguay

Centro de Navegación

Shipping companies and their representatives, maritime agents, are very strict when it comes to confirming reservations of dangerous goods. This is compounded by the rigorous controls carried out by port terminals, so the handling of dangerous goods through our port is carried out without any major setbacks.