



FONASBA MEMBERSHIP SURVEY

Israel – 20.03.2024

Survey Questions Set Result: Survey on Financing Immigration Services in Ports

Introduction:

This survey aimed to understand how different countries finance and organize their immigration check-up systems for vessel crew members at their ports. Specifically, we were interested in learning about their support structures for the Ministry of Interior/Border Police/Immigration Authority offices, including maintenance of their offices, transportation for staff to vessels, and salary coverage.

Survey Questions:

1. Financing Immigration Authority Offices:

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Q.1 Financing Immigration Authority Offices: 1.1 Who is responsible for financing the operation and maintenance of the Ministry of Interior/Border Police/Immigration Authority offices located within the country?	1.2 Can you describe the financial model used for these expenses? (e.g., direct government funding, fees collected from shipping companies)
Argentina	Centro De Navegación	Government	The Ministry of Interior has its own budget but also collects fees for immigration services from users (shipping companies, passengers, etc.)
Brazil	FENAMAR	Federal Government	Direct government funding.
Costa Rica	Cámara Costarricense de Navieros (NAVE)	The government is responsible through the port authority	The financial model for this purpose is based on the national budget assigned to the corresponding ministry.
Croatia	ASBA Croatia	Government	Direct government funding.
Cyprus	Cyprus Shipping Association	Government is responsible; however, port users pay for overtime hours at a certain tariff.	Budgeted funding by the government.
Denmark	Danish Shipbrokers and Port Operators	The authorities may require facilities in ports established by the Port Authority but paid for by the Immigration Authority and Border Police.	See reply to 1.1
France	AMCF	Government	Direct government.
Great Britain	The Institute of Chartered Shipbrokers	Government	Government funding - The taxpayer is funding this.
Hungary	HUNASBA	Government/interior ministry	Direct government funding.

Japan	JAFSA (Japan Association of Foreign-Trade Ship Agencies)	Government	Direct government funding.
Japan	JASFA (Japan Association of Foreign-Trade Ship Agencies)	Government	Direct government funding.
Libya	Alomran United Maritime Services & Logistics	The Libyan Government is responsible for financing the operations of these authorities, as it is all under its full control.	Usually, it is mentioned as a service cost in the final invoice.
Malaysia	Ben Line	Government	The government pays the salaries of immigration officers. However, the immigration costs relating to crew are collected from the ship agent through web-based payment systems.
Netherlands	VNC	Government	The Ministry is funding.
Peru	Peruvian Association of Maritime Agents	National Superintendence of Migration	Some expenses are financed by the government, others by the shipping lines themselves.
Poland	Polish Shipbrokers' Association	Ministry of Internal Affairs	State budget.
Spain	ASECOB	Government	Direct government funding.
Tunisia	All Seas shipping	Government	State budget funding is yearly.

2. Transportation for Immigration Staff:

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Q.2 Transportation for Immigration Staff: 2.1 Please describe how the transportation for Immigration Authorities' staff to and from vessels is arranged in the ports of your country?	2.2 Who finances the vehicles used by Immigration Authority staff for conducting crew check-ups and face control on board the vessels? (e.g., government, port authority, private port operators)	2.3 Are there specific transportation services allocated for this purpose, or are general services used? Please describe.
Argentina	Centro De Navegación	Recently, with IT systems, part of the service is already performed without visiting the vessel. When needed, it is arranged and paid by means of the agent.	Government and private sector	There are no special transportation services.
Brazil	FENAMAR	Government infrastructure is used, and transport for public servants is included.	See answer 7.	Each government consenting body has the proper means to go to the ship whenever necessary.
Costa Rica	Cámara Costarricense de Navieros (NAVE)	The transportation of the immigration authorities is conducted through the maritime division of the Ministry of Transportation in our country.	The government coordinated with the corresponding Ministry of Transportation.	The resources necessary for the transportation of immigration officials are provided by the budget assigned to this ministry.

Croatia	ASBA Croatia	Immigration office issues invoice to Shipowner c/o agents	Government	No
Cyprus	Cyprus Shipping Association	Immigration Authorities have a base inside the Terminal, so they transport to vessels on foot or by service vehicles.	Government	No specific transportation services.
Denmark	Danish Shipbrokers and Port Operators	This is covered by the Immigration Authority and Border Police.	See reply to 2.1	No specific services.
France	AMCF	Border police/Coast Guard have their own boats/vehicles.	Direct government	No
Great Britain	The Institute of Chartered Shipbrokers	They make their own way	Immigrants pay for their own vehicles	No
Hungary	HUNASBA	Based on the authority	Based on the authority	No
Japan	JAFSA (Japan Association of Foreign-Trade Ship Agencies)	Boat (owned by Immigration Authority)	Use a general service	Use a general service.
Japan	JASFA (Japan Association of Foreign-Trade Ship Agencies)	Boat (owned by Immigration Authority)	Government	Use a general service.
Libya	Alomran United Maritime Services & Logistics	N/A	N/A	N/A
Malaysia	Ben Line	They arrange their own transport to and from ships.	Government	See number 7
Netherlands	VNC	By car, ship, and they have an office.	Government	Cars and Ships
Peru	Peruvian Association of Maritime Agents	The immigration authorities are transferred to the ships by the shipping agents and assume the cost of such transfer.	The shipping agent assumes the costs of transferring the vehicles for the migration staff.	They correspond to general services.
Poland	Polish Shipbrokers' Association	Own transportation	State	No
Spain	ASECOB	Government	Government	Own national police vehicles.
Tunisia	All Seas Shipping	Port Authorities	Port Authorities	No

3. Salaries of Immigration Authorities Staff:

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Q.3 Salaries of Immigration Authorities Staff: 3.1 Who covers the salaries of the Immigration Authorities staff who perform the crew members' check-ups and face control in the ports of your country	3.2 Has there been any change in the salary funding model in recent years, especially with the privatization of ports or the introduction of new ports?
Argentina	Centro De Navegación	Salaries are always covered by the government. The private sector covers the payment of fees.	There has been an important rise in the fee amounts. (please see attached table)
Brazil	FENAMAR	As federal civil servants, their salaries are paid by the government.	There haven't been any changes in the way public servants are remunerated.
Costa Rica	Cámara Costarricense de Navieros (NAVE)	Same previous answer	Salary increases are made based on the annual inflation percentage established by the government.
Croatia	ASBA Croatia	Government	No, immigration authorities are under direct government funding.
Cyprus	Cyprus Shipping Association	The government covers the base salary for office hours. Overtime basis is port users directly	Minor changes.
Denmark	Danish Shipbrokers and Port Operators	The Authority covers all expenses, including salaries, etc.	No
France	AMCF	Direct government	No
Great Britain	The Institute of Chartered Shipbrokers	Government	No
Hungary	HUNASBA	Based on the authority	Unknown
Japan	JAFSA (Japan Association of Foreign-Trade Ship Agencies)	Government	None specified
Japan	JASFA (Japan Association of Foreign-Trade Ship Agencies)	Government	None specified
Libya	Alomran United Maritime Services & Logistics	The Libyan Government	N/A
Malaysia	Ben Line	Government	Unknown
Netherlands	VNC	Government	Unknown
Peru	Peruvian Association of Maritime Agents	They are fully covered by the government	The wage financing model remains unchangeable assumed by the government.
Poland	Polish Shipbrokers' Association	State	No
Spain	ASECOB	Government	No
Tunisia	All Seas shipping	Minister of Interior	Nope

4. Operational Challenges:

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Q.4 Operational Challenges: 4.1 Have there been any significant challenges related to the financing and organization of immigration services within your ports? If so, how have these challenges been
Argentina	Centro De Navegación	We keep working on improving IT systems all in one.
Brazil	FENAMAR	Except for the COVID period, no other point to highlight, and now things are back to normal.
Costa Rica	Cámara Costarricense de Navieros (NAVE)	There have been no major challenges.
Croatia	ASBA Croatia	No.
Cyprus	Cyprus Shipping Association	Due to the location of their facilities, there have been certain challenges with regard to facilitating the needs of vessels being berthed at different Terminals within the same port.
Denmark	Danish Shipbrokers and Port Operators	No.
FRANCE	AMCF	Because of the increase in the number of visa requests, some police offices had to limit the number of demands due to a lack of staff.
Great Britain	The Institute of Chartered Shipbrokers	Government-funded.
Hungary	HUNASBA	Unknown.
JAPAN	JAFSA (Japan Association of Foreign-Trade Ship Agencies)	Non-existent
JAPAN	JASFA (Japan Association of Foreign-Trade Ship Agencies)	Non-existent
Libya	Alomran United Maritime Services & Logistics	N/A
Malaysia	Ben Line	No
Netherlands	VNC	Do not know
Peru	Peruvian Association of Maritime Agents	The financing model of migration services remains unchanged.
Poland	Polish Shipbrokers' Association	None
Spain	ASECOB	No
Tunisia	All Seas shipping	No

5. Best Practices and Recommendations:

YOUR COUNTRY	NAME OF YOUR ASSOCIATION/COMPANY	Q.5 Best Practices and Recommendations: 5.1 Based on your experience, what best practices can you share regarding the efficient and sustainable financing of immigration services for crew members in	5.2 Are there any innovative models or solutions that have been implemented in your country to improve the efficiency and effectiveness of these services?
Argentina	Centro De Navegación	We recommend keeping fees for service at a global average. Also, to work on IT systems to ease daily work.	We keep on working on improving IT systems all in one.
Brazil	FENAMAR	Not applicable since, as mentioned above, immigration services are provided by the government.	Nothing that should receive special emphasis.
Costa Rica	Cámara Costarricense de Navieros (NAVE)	The government must involve the shipping sector in the different operational forums with the port authorities to promote development on this issue.	So far, only proposals have been presented; however, they have not been finalized by the government and private companies (shipping companies).
Croatia	ASBA Croatia	Immigration authorities in Croatia are under direct government funding.	No
Cyprus	Cyprus Shipping Association	The government should cover the needs of the port, vessels, and crew members.	No
Denmark	Danish Shipbrokers and Port Operators	N/a.	N/a.
France	AMCF	Increase the local workforce of border police.	No
Great Britain	The Institute of Chartered Shipbrokers	Not relevant in the UK.	We are not party to Immigration models or policies - they are a fully funded government agency.
Hungary	HUNASBA	Nil	Nil
Japan	JAFSA (Japan Association of Foreign-Trade Ship Agencies)	No response	Non-existent
Japan	JASFA (Japan Association of Foreign-Trade Ship Agencies)	No response	Non-existent
Libya	Alomran United Maritime Services & Logistics	N/a - crew change is not allowed at this time for Libyan ports	N/a
Malaysia	Ben Line	No	No
Netherlands	VNC	N/a	Do not know
Peru	Peruvian Association of Maritime Agents	The expenses derived from migration services should be assumed entirely by the government.	The putting into use of facial readers for immigration control in airports is an important change.
Poland	Polish Shipbrokers' Association	100% state-funded Immigration is a transparent and efficient model	Haven't heard of
Spain	ASECOB	-	Awaiting EES/ETIAS
Tunisia	All Seas shipping	No response	Unfortunately, no