



## FONASBA MEMBERSHIP SURVEY

7 April 2026

# FONASBA Survey Results: Customs Requirements for Vessels Calling at Port for Repairs

Our colleagues in South Africa have requested that we circulate a survey regarding customs procedures applicable to vessels calling at port solely to carry out repairs.

The objective is to determine whether customs authorities in different countries require a provisional import permit and/or payment when a vessel calls at port solely to carry out repairs. Specifically, clarification is sought as to whether, in your country, customs authorities require a provisional import permit and/or the provision of payment or financial security based on the value of the vessel before repair works may commence.

To better understand the practices applied across different jurisdictions, we would be grateful if you could complete the short survey below.

Your input will help us determine whether the requirements currently being applied in South Africa are consistent with international practice and will assist us in providing informed feedback

Kindly submit your response by Tuesday, 7 April 2026, COB.

Please find below the consolidated results of the survey for your review.



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## Questions and Answers:

### Q1. In your country, when a vessel calls at port solely to carry out repairs, do customs authorities require a provisional import permit?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	In your country, when a vessel calls at port solely to carry out repairs, do customs authorities require a provisional import permit?
Argentina	Centro De Navegación	Yes – but only under certain conditions
Belgium	Belgian Shipping Federation NPO	No – not required
Brazil	FENAMAR	Yes – but only under certain conditions
Chile	ASONAVE A.G.	No – not required
Croatia	Association of Shipbrokers and Agents of Croatia	No – not required
Cyprus	Cyprus Shipping Association	Yes – always required
Denmark	Danish Shipbrokers and Port Operators	Yes – always required
France	AMCF	No – not required
Germany	ZVDS e.V:	No – not required
Germany	ZVDS	No – not required
Great Britain	The Institute of Chartered Shipbrokers	No – not required
Hungary	HUNASBA	No – not required
Japan	Japan Association of Foreign-Trade Ship Agencies	Yes – always required
Mexico	AMANAC	Yes – but only under certain conditions
Montenegro	Jadroagent Bar	Yes – but only under certain conditions
Romania	DTS Logistic Services SRL.	No – not required
Russia	NASA (National Association of Shipping Agencies)	Yes – always required
Slovenija	The Slovenian Ship and Freight Agents Association	No – not required
Spain	ASECOB	Yes – but only under certain conditions
Tunisia	All Seas Shipping	Yes – always required



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Turkey	The Maritime Association of Shipowners and Agents - Istanbul	No – not required
Ukraine	Association Of Maritime Agencies of Ukraine	Yes – but only under certain conditions
Uruguay	Centro De Navegación	No – not required
USA	ASBA	Yes – always required

## Q1b. Additional comments

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Additional comments:
Argentina	Centro De Navegación	They must be subject to the temporary import regime.
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	The requirement for a formal temporary admission regime depends on factors such as the nature and duration of the repairs, use of a bonded shipyard, and the potential use of imported parts. For less complex or short-term cases, simplified procedures may be applied.
Chile	ASONAVE A.G.	
Croatia	Association of Shipbrokers and Agents of Croatia	Applies only to spare parts installed on the vessel, i.e., all equipment and parts delivered to the vessel after its arrival
Cyprus	Cyprus Shipping Association	
Denmark	Danish Shipbrokers and Port Operators	
France	AMCF	No import permit required. The ship agent is compulsory to declare the VSL call and manage the call.
Germany	ZVDS e.V:	
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	No different from a cargo port call
Hungary	HUNASBA	



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Japan	Japan Association of Foreign-Trade Ship Agencies	
Mexico	AMANAC	Only if the vessel is going to undergo a temporary import process for domestic trade activities will require a temporary or permanent import permit. If the vessel is engaged in commercial operations or has an emergency arrival for repairs, a temporary import permit is not required.
Montenegro	Jadroagent Bar	
Romania	DTS Logistic Services SRL.	The correct procedure is Temporary Admission
Russia	NASA (National Association of Shipping Agencies)	For the purposes of repair, the vessel must be placed under the customs procedure of processing in the customs territory. If, when applying the customs procedure for processing in the customs territory, foreign spare parts and aggregates are required for repair, it is advisable to obtain permission from the customs authority for processing goods in the customs territory, not in the form of a customs declaration, but on a special form.
Slovenija	The Slovenian Ship and Freight Agents Association	
Spain	ASECOB	If there is cargo on board, pre-arrival notification has to be sent in advance (ENS). If it uses spare parts carried on the vessel, they have to be cleared
Tunisia	All Seas Shipping	
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	A special permit is needed in case any parts have to be landed ashore for overhauling or repairs
Ukraine	Association Of Maritime Agencies of Ukraine	
Uruguay	Centro De Navegación	-
USA	ASBA	Vessels entering U.S. ports solely for repairs must declare all foreign repair expenditures on CBP Form 226 within 150 days of arrival at the Vessel Repair Unit (VRU). A 50% ad valorem duty applies to foreign repairs/parts, though relief may be applied for if repairs were necessitated by the stress of weather or to enable safe transit.



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## Q2. If a provisional import permit is required, is a payment or financial guarantee requested based on the value of the vessel?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	If a provisional import permit is required, is a payment or financial guarantee requested based on the value of the vessel?
Argentina	Centro De Navegación	Yes – guarantee/security (e.g., bond) required
Belgium	Belgian Shipping Federation NPO	Not applicable
Brazil	FENAMAR	Yes – guarantee/security (e.g., bond) required
Chile	ASONAVE A.G.	No – no payment or guarantee required
Croatia	Association of Shipbrokers and Agents of Croatia	No – no payment or guarantee required
Cyprus	Cyprus Shipping Association	No – no payment or guarantee required
Denmark	Danish Shipbrokers and Port Operators	No – no payment or guarantee required
France	AMCF	Not applicable
Germany	ZVDS e.V:	Not applicable
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	Not applicable
Hungary	HUNASBA	Not applicable
Japan	Japan Association of Foreign-Trade Ship Agencies	No – no payment or guarantee required
Mexico	AMANAC	No – no payment or guarantee required
Montenegro	Jadroagent Bar	Yes – guarantee/security (e.g., bond) required
Romania	DTS Logistic Services SRL.	Yes – guarantee/security (e.g., bond) required
Russia	NASA (National Association of Shipping Agencies)	No – no payment or guarantee required
Slovenija	The Slovenian Ship and Freight Agents Association	Not applicable
Spain	ASECOB	Not applicable
Tunisia	All Seas Shipping	Yes – guarantee/security (e.g., bond) required
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	Yes – guarantee/security (e.g., bond) required
Ukraine	Association Of Maritime Agencies of Ukraine	Yes – guarantee/security (e.g., bond) required
Uruguay	Centro De Navegación	Not applicable
USA	ASBA	Yes – guarantee/security (e.g., bond) required



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## Q2b. Additional comments

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Additional comments:
Argentina	Centro De Navegación	Every temporary admission regime requires a guarantee that is usually formalized with a surety bond or bank guarantee.
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	Brazilian customs authorities generally do not require full payment based on the total value of the vessel. However, under the temporary admission regime, a financial guarantee may be required, usually corresponding to the taxes applicable to goods and equipment used in repairs.
Chile	ASONAVE A.G.	
Croatia	Association of Shipbrokers and Agents of Croatia	
Cyprus	Cyprus Shipping Association	
Denmark	Danish Shipbrokers and Port Operators	
France	AMCF	In France, port dues are paid to customs by the ship agent. Port dues are charged to the ship owner prior to the departure of the vessel.
Germany	ZVDS e.V:	
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	
Hungary	HUNASBA	
Japan	Japan Association of Foreign-Trade Ship Agencies	
Mexico	AMANAC	Temporary imports do not require payment from customs authorities. Payment would only be required for repair parts entering the country.
Montenegro	Jadroagent Bar	



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Romania	DTS Logistic Services SRL.	A financial guarantee is generally required for the Temporary Admission Procedure, as per Union Customs Code (UCC)
Russia	NASA (National Association of Shipping Agencies)	In accordance with Part 5 of Article 137 of the Federal Law No. 311-FZ dated 11/27/2010 "On Customs Regulation in the Russian Federation", payment of customs duties and taxes is not provided for ships placed under the customs procedure of processing in the customs territory for repair.
Slovenija	The Slovenian Ship and Freight Agents Association	
Spain	ASECOB	
Tunisia	All Seas Shipping	
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	A temporary permit is not required for vessels calling Turkish ports for repairs only.
Ukraine	Association Of Maritime Agencies of Ukraine	
Uruguay	Centro De Navegación	-
USA	ASBA	Duty Payment: A 50% ad valorem duty is applied to the cost of foreign repairs or equipment on U.S.-documented vessels. A CBP Form 301 bond may be required.



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## Q3. Are there specific conditions under which these requirements apply? (e.g., duration of stay, type of repair, vessel flag, customs regime)

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Are there specific conditions under which these requirements apply? (e.g., duration of stay, type of repair, vessel flag, customs regime)
Argentina	Centro De Navegación	Yes (please specify)
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	Yes (please specify)
Chile	ASONAVE A.G.	No specific conditions
Croatia	Association of Shipbrokers and Agents of Croatia	No specific conditions
Cyprus	Cyprus Shipping Association	No specific conditions
Denmark	Danish Shipbrokers and Port Operators	No specific conditions
France	AMCF	No specific conditions
Germany	ZVDS e.V:	
Germany	ZVDS	Not sure
Great Britain	The Institute of Chartered Shipbrokers	No specific conditions
Hungary	HUNASBA	No specific conditions
Japan	Japan Association of Foreign-Trade Ship Agencies	No specific conditions
Mexico	AMANAC	Yes (please specify)
Montenegro	Jadroagent Bar	Yes (please specify)
Romania	DTS Logistic Services SRL.	Yes (please specify)
Russia	NASA (National Association of Shipping Agencies)	Yes (please specify)
Slovenija	The Slovenian Ship and Freight Agents Association	No specific conditions
Spain	ASECOB	No specific conditions
Tunisia	All Seas Shipping	No specific conditions
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	No specific conditions
Ukraine	Association Of Maritime Agencies of Ukraine	Yes (please specify)
Uruguay	Centro De Navegación	No specific conditions
USA	ASBA	No specific conditions



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## Q3b. Additional comments

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Additional comments:
Argentina	Centro De Navegación	The regime establishes a specific period of stay (generally up to 360 days, renewable). Emergency repairs or routine maintenance to ensure immediate seaworthiness may be subject to simplified procedures, unlike scheduled or major repairs. Imported spare parts to be incorporated into the vessel must also be declared under a temporary regime.
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	It depends on factors such as the duration of the vessel's stay, the nature and complexity of the repairs, the importation and incorporation of parts or equipment, the location where the repairs are carried out, and the vessel's flag.
Chile	ASONAVE A.G.	
Croatia	Association of Shipbrokers and Agents of Croatia	
Cyprus	Cyprus Shipping Association	
Denmark	Danish Shipbrokers and Port Operators	
France	AMCF	
Germany	ZVDS e.V:	
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	
Hungary	HUNASBA	
Japan	Japan Association of Foreign-Trade Ship Agencies	
Mexico	AMANAC	When a ship has a prolonged stay, the regime must be justified or the situation regularized.
Montenegro	Jadroagent Bar	duration of stay, type of repair
Romania	DTS Logistic Services SRL.	<ol style="list-style-type: none"> <li>1. The entity is established in the EU</li> <li>2. Proper conduct assurance is needed</li> <li>3. Bookkeeping format is approved.</li> </ol>



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Russia	NASA (National Association of Shipping Agencies)	The duration of the repair, the type, and the complete list of works, the list of used spare parts and equipment for repairs, and detailed information about the vessel (name, flag, IMO number, type of vessel according to the classification certificate, shipowner, and operator) must be indicated.
Slovenija	The Slovenian Ship and Freight Agents Association	
Spain	ASECOB	No specific conditions for EU vessels (apart from 3rd party cargoes or spares)
Tunisia	All Seas Shipping	
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	
Ukraine	Association Of Maritime Agencies of Ukraine	<p>The requirements for customs clearance of a foreign vessel entering a Ukrainian port solely for repairs depends on several key conditions under the Customs Code of Ukraine.</p> <ol style="list-style-type: none"> <li>1. Type of repair and purpose of call: -The temporary admission regime applies if the vessel is brought in for technical maintenance or repair without major structural changes (except normal wear). The vessel must be re-exported after repairs. -Significant reconstruction or major modifications may require the inward processing regime instead.</li> <li>2. Duration of stay: -The customs authority sets the duration individually based on the scope of repairs (usually from several days to several months). -The general maximum for temporary admission is up to 3 years, with possible extension if needed.</li> <li>3. Vessel's flag: -Requirements apply to foreign-flagged vessels. Ukrainian-flagged vessels are not subject to temporary admission.</li> <li>4. Customs regime and financial guarantees: Usually, temporary admission with conditional full relief from duties and VAT, provided the vessel is re-exported unchanged. A financial guarantee or cash deposit (based on the vessel's customs value) is generally required to secure compliance, though some exceptions exist (Article 110).</li> <li>5. Other conditions: The vessel remains under customs control during the entire repair period. Required documents include an application for authorization, customs declaration, repair plan, and security (if applicable).</li> </ol>
Uruguay	Centro De Navegación	-
USA	ASBA	



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## Q4. Are there any exemptions or simplified procedures for vessels calling only for repairs?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Are there any exemptions or simplified procedures for vessels calling only for repairs?
Argentina	Centro De Navegación	Yes
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	Yes
Chile	ASONAVE A.G.	No
Croatia	Association of Shipbrokers and Agents of Croatia	No
Cyprus	Cyprus Shipping Association	No
Denmark	Danish Shipbrokers and Port Operators	No
France	AMCF	No
Germany	ZVDS e.V:	Yes
Germany	ZVDS	Not sure
Great Britain	The Institute of Chartered Shipbrokers	No
Hungary	HUNASBA	No
Japan	Japan Association of Foreign-Trade Ship Agencies	Yes
Mexico	AMANAC	Not sure
Montenegro	Jadroagent Bar	Not sure
Romania	DTS Logistic Services SRL.	Yes
Russia	NASA (National Association of Shipping Agencies)	No
Slovenija	The Slovenian Ship and Freight Agents Association	No
Spain	ASECOB	Not sure
Tunisia	All Seas Shipping	No
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	Yes
Ukraine	Association Of Maritime Agencies of Ukraine	Yes
Uruguay	Centro De Navegación	No
USA	ASBA	Yes



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## Q4b. Additional comments:

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Additional comments:
Argentina	Centro De Navegación	There are simplified procedures for minor or emergency repairs and the possibility of replacing, in some cases, certain customs guarantee with sworn declarations.
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	This generally applies when there are no commercial cargo operations, the repairs are short-term, and there is minimal or no importation of goods.
Chile	ASONAVE A.G.	Bear in mind that if the vessel calls Chile only for repairs and not commercial operation (load-discharge) cannot be refunded the tax (vat) paid.
Croatia	Association of Shipbrokers and Agents of Croatia	
Cyprus	Cyprus Shipping Association	
Denmark	Danish Shipbrokers and Port Operators	
France	AMCF	
Germany	ZVDS e.V:	Crewmembers can stay up to 28 days without working permission, but only for emergency repairs
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	Repair port calls are treated the same as cargo port calls
Hungary	HUNASBA	
Japan	Japan Association of Foreign-Trade Ship Agencies	
Mexico	AMANAC	
Montenegro	Jadroagent Bar	
Romania	DTS Logistic Services SRL.	If the Shipowner or operator holds an Authorized Economic For Operator (AEO) status, the requirement for a separate guarantee per vessel entry may be waived or reduced.
Russia	NASA (National Association of Shipping Agencies)	Nil



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Slovenija	The Slovenian Ship and Freight Agents Association	
Spain	ASECOB	
Tunisia	All Seas Shipping	
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	
Ukraine	Association Of Maritime Agencies of Ukraine	A foreign vessel calling at a port open to international Maritime traffic solely to take on water, fuel, provisions, or to carry out urgent repairs for up to five days is exempt from customs clearance, though it remains under customs supervision until departure. However, goods other than those stored on the vessel are subject to customs clearance on general terms. This means spare parts and repair materials brought on board must still go through standard customs formalities. If repairs will take longer than five days, the vessel falls under the standard temporary importation regime, which requires a permit but carries certain benefits: vessels imported for repair are exempt from VAT, and equipment undergoing maintenance or repair aboard temporarily imported vessels located within customs control zones may be released by the customs authority upon the declarant's application.
Uruguay	Centro De Navegación	-
USA	ASBA	Relief from duty may be granted if the owner proves Repairs were necessary to secure safety, and the repairs were made in a foreign country due to damage sustained while on the voyage (stress of weather).



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## Q5. Indicate the country and port(s) your response refers to:

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Indicate the country and port(s) your response refers to:
Argentina	Centro De Navegación	Argentina. Buenos Aires And Others
Belgium	Belgian Shipping Federation NPO	Belgium
Brazil	FENAMAR	This applies to the main Brazilian ports, being the Port of Santos the largest.
Chile	ASONAVE A.G.	Chile, all along the Chilean ports.
Croatia	Association of Shipbrokers and Agents of Croatia	Croatian ports
Cyprus	Cyprus Shipping Association	Cyprus - Limassol, Larnaca
Denmark	Danish Shipbrokers and Port Operators	All Danish ports
France	AMCF	all French ports (26 in France...)
Germany	ZVDS e.V:	German ports
Germany	ZVDS	Hamburg Bremerhaven
Great Britain	The Institute of Chartered Shipbrokers	Great Britain (UK) - All ports
Hungary	HUNASBA	Budapest
Japan	Japan Association of Foreign-Trade Ship Agencies	JAPAN, TOKYO
Mexico	AMANAC	Mexico/ Port of Ensenada.
Montenegro	Jadroagent Bar	Adriatic Shipyard
Romania	DTS Logistic Services SRL.	ROMANIA - Constanta. Mangalia. Midia PORTS
Russia	NASA (National Association of Shipping Agencies)	Russian Federation, All ports
Slovenija	The Slovenian Ship and Freight Agents Association	Slovenija Port of Koper
Spain	ASECOB	
Tunisia	All Seas Shipping	Tunisia
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	Turkey, Tuzla Ship repairs and Yalova Ship repairs area
Ukraine	Association Of Maritime Agencies of Ukraine	Seaports of Ukraine: Odesa, Pivdennyi, Chornomorsk, Ust-Dunaisk, Reni, and Izmail
Uruguay	Centro De Navegación	All ports in Uruguay
USA	ASBA	USA



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## Q6. Any additional remarks or practical experiences you would like to share:

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Any additional remarks or practical experiences you would like to share:
Argentina	Centro De Navegación	
Belgium	Belgian Shipping Federation NPO	
Brazil	FENAMAR	
Chile	ASONAVE A.G.	
Croatia	Association of Shipbrokers and Agents of Croatia	
Cyprus	Cyprus Shipping Association	
Denmark	Danish Shipbrokers and Port Operators	
France	AMCF	
Germany	ZVDS e.V:	
Germany	ZVDS	
Great Britain	The Institute of Chartered Shipbrokers	There are no special requirements for repair port calls
Hungary	HUNASBA	
Japan	Japan Association of Foreign-Trade Ship Agencies	
Mexico	AMANAC	
Montenegro	Jadroagent Bar	
Romania	DTS Logistic Services SRL.	
Russia	NASA (National Association of Shipping Agencies)	Nil
Slovenija	The Slovenian Ship and Freight Agents Association	As per current rules, vessels are allowed to call at the Port of Koper for commercial operations, during which they may also carry out minor repairs. Vessels are not permitted to enter the port solely for repair purposes.
Spain	ASECOB	
Tunisia	All Seas Shipping	
Turkey	The Maritime Association of Shipowners and Agents - Istanbul	



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Ukraine	Association Of Maritime Agencies of Ukraine	
Uruguay	Centro De Navegación	-
USA	ASBA	