



FONASBA MEMBERSHIP SURVEY

20 March 2026

FONASBA Survey Results: Inquiry on Port Practice – Container Door Orientation

Our colleagues in Jordan have requested that we circulate a survey regarding port practices on container door orientation during cargo operations and storage within terminals.

The objective of this survey is to gather insights from multiple jurisdictions to better understand prevailing operational practices. We would greatly appreciate your input on the procedures followed in your port or region. Where you do not have direct visibility of all operational details, we kindly encourage you to consult with relevant member companies or terminals before responding, as procedures may differ across ports and facilities.

Kindly submit your response by Friday, 20th March 2026, COB.

Questions and Answers:

Q1. Does loading the container onto the vessel with the doors facing inward create any operational or regulatory issues at your respective members' discharge ports?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Does loading the container onto the vessel with the doors facing inward create any operational or regulatory issues at your respective members' discharge ports?
Algeria	APAMA	No
Argentina	Centro De Navegación	No
Belgium	Belgian Shipping Federation NPO	No



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Brazil	Fenamar	No
Croatia	Association of Shipbrokers and Agents of Croatia	No
Cyprus	Cyprus Shipping Association	Yes
Denmark	Danish Shipbrokers and Port Operators	No
France	AMCF	No
Hungary	MAHART Container Center	No
Israel	Israeli Chamber of Shipping.	Yes
Japan	Japan Association of Foreign-Trade Ship Agencies	Yes
Jordan	Gargour Shipping	Yes
Lebanon	Lebanese Shipping Agents Syndicate	No
Mexico	Mexican Association of Shipping Agents	Yes
Mozambique	Manica Freight Services (Moc) S.A.	No
Netherlands	VNC	Yes
Russia	National Association of Shipping Agencies	No
Slovenia	The Slovenian Ship and Freight Agents Association	No
South Africa.	SAASOA	No
Spain	ASECOB	No
Türkiye	Arkas	No

Q2. Upon discharge from the vessel to the terminal yard, is it mandatory to shift or reposition the container so that the doors face outward for truck loading purposes?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Upon discharge from the vessel to the terminal yard, is it mandatory to shift or reposition the container so that the doors face outward for truck loading purposes?
Algeria	APAMA	No
Argentina	Centro De Navegación	No
Belgium	Belgian Shipping Federation NPO	No



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Brazil	Fenamar	No
Croatia	Association of Shipbrokers and Agents of Croatia	No
Cyprus	Cyprus Shipping Association	Yes
Denmark	Danish Shipbrokers and Port Operators	No
France	AMCF	No
Hungary	MAHART Container Center	Yes
Israel	Israeli Chamber of Shipping.	Yes
Japan	Japan Association of Foreign-Trade Ship Agencies	Yes
Jordan	Gargour Shipping	Yes
Lebanon	Lebanese Shipping Agents Syndicate	No
Mexico	Mexican Association of Shipping Agents	Yes
Mozambique	Manica Freight Services (Moc) S.A.	No
Netherlands	VNC	No
Russia	National Association of Shipping Agencies	No
Slovenia	The Slovenian Ship and Freight Agents Association	Yes
South Africa.	SAASOA	No
Spain	ASECOB	No
Türkiye	Arkas	Yes

Q3. Do the port or terminal authorities impose any additional charges for such shifting/repositioning?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Do the port or terminal authorities impose any additional charges for such shifting/repositioning?
Algeria	APAMA	No
Argentina	Centro De Navegación	Yes
Belgium	Belgian Shipping Federation NPO	No
Brazil	Fenamar	Yes
Croatia	Association of Shipbrokers and Agents of Croatia	No



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Cyprus	Cyprus Shipping Association	Yes
Denmark	Danish Shipbrokers and Port Operators	No
France	AMCF	No
Hungary	MAHART Container Center	Yes
Israel	Israeli Chamber of Shipping.	No
Japan	Japan Association of Foreign-Trade Ship Agencies	Yes
Jordan	Gargour Shipping	Yes
Lebanon	Lebanese Shipping Agents Syndicate	Yes
Mexico	Mexican Association of Shipping Agents	Yes
Mozambique	Manica Freight Services (Moc) S.A.	No
Netherlands	VNC	Yes
Russia	National Association of Shipping Agencies	No
Slovenia	The Slovenian Ship and Freight Agents Association	No
South Africa.	SAASOA	Yes
Spain	ASECOB	No
Türkiye	Arkas	Yes

Q4. If charges are applied, who bears the cost?

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	If charges are applied, who bears the cost?
Algeria	APAMA	Terminal
Argentina	Centro De Navegación	Consignee
Belgium	Belgian Shipping Federation NPO	Box Operator
Brazil	Fenamar	Consignee
Croatia	Association of Shipbrokers and Agents of Croatia	Terminal
Cyprus	Cyprus Shipping Association	Vessel Agent
Denmark	Danish Shipbrokers and Port Operators	Box Operator



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France	AMCF	Terminal
Hungary	MAHART Container Center	Consignee
Israel	Israeli Chamber of Shipping.	Terminal
Japan	Japan Association of Foreign-Trade Ship Agencies	Vessel Agent
Jordan	Gargour Shipping	Consignee
Lebanon	Lebanese Shipping Agents Syndicate	Box Operator
Mexico	Mexican Association of Shipping Agents	Box Operator
Mozambique	Manica Freight Services (Moc) S.A.	Terminal
Netherlands	VNC	Vessel Agent
Russia	National Association of Shipping Agencies	Box Operator
Slovenia	The Slovenian Ship and Freight Agents Association	Vessel Agent
South Africa.	SAASOA	Vessel Agent
Spain	ASECOB	Box Operator
Türkiye	Arkas	Vessel Agent

Q5. Any other comments

COUNTRY	YOUR ASSOCIATION / ORGANISATION / COMPANY NAME	Any other comments
Algeria	APAMA	At loading: There are no specific rules regarding the positioning of container doors. Upon discharge to the terminal yard, Containers are positioned door to door. As a security measure, to prevent damage to the seals and the risk of theft.
Argentina	Centro De Navegación	This varies according to each port's tariffs and customs authority requests and regulation
Belgium	Belgian Shipping Federation NPO	Last question not relevant, but an answer was required



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		Q3. It's charged by private terminals if shifting or repositioning is required. Q4. 4. Box operator or consignee, depending on the situation. Other: Container door orientation is generally an operational matter rather than a regulatory requirement. Repositioning is not mandatory as a general rule. However, extra handling may be required in specific cases. When it happens, the terminal may be applying additional charges.
Brazil	Fenamar	
Croatia	Association of Shipbrokers and Agents of Croatia	.
Cyprus	Cyprus Shipping Association	There is no regulatory issue. The vessel might request stowage / shifting at her discretion, without being mandatory. At the terminal, the containers are positioned and arranged by straddle carriers so that the doors face north. So not mandatory by law, but it is the practice for operational and efficiency reasons.
Denmark	Danish Shipbrokers and Port Operators	n/a
France	AMCF	No additional comment
Hungary	MAHART Container Center	Positioning containers door-to-door is quite usual in rail transportation to protect cargo during rail transport. In the case of road transport, it is mandatory to load containers onto a truck with the doors face to rear. In the storage yard of the terminal, there are no such regulations.
Israel	Israeli Chamber of Shipping.	No
Japan	Japan Association of Foreign-Trade Ship Agencies	Especially Nothing
Jordan	Gargour Shipping	The terminal bears no additional costs for any changes
Lebanon	Lebanese Shipping Agents Syndicate	N/A
Mexico	Mexican Association of Shipping Agents	No
Mozambique	Manica Freight Services (Moc) S.A.	The customer informs the terminal how he wants the doors facing when loading on his truck



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Netherlands	VNC	Difficult to understand the issue, as we do not face problems with loading/unloading/storage in our container ports. It all depends on the technical specifications of assets like the ship and the terminal. In case of reshuffling on the terminals, extra costs must be paid by the one ordering it.
Russia	National Association of Shipping Agencies	Since no charges are applied, there are no parties to bear any cost. The box operator was selected as there was no option to use "none."
Slovenia	The Slovenian Ship and Freight Agents Association	no
South Africa.	SAASOA	None
Spain	ASECOB	-
Türkiye	Arkas	No