



The International Propeller Clubs

**“The profession of the Ship Agent and
the European policy ”**

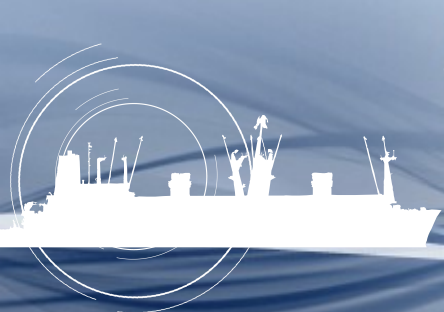
**Michele Pappalardo
Chairman of FEDERAGENTI**

Genoa, 19th September 2013



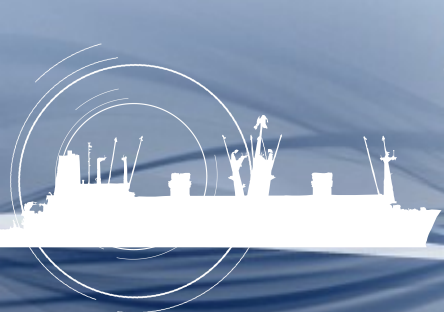
Exercitores

Agens



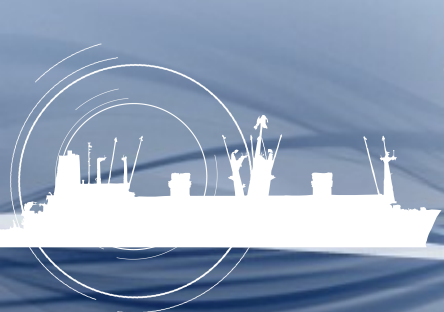


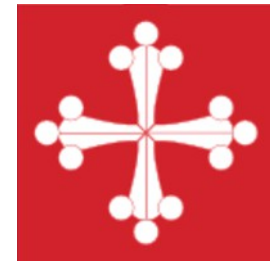
Trades growing up





Mercatores





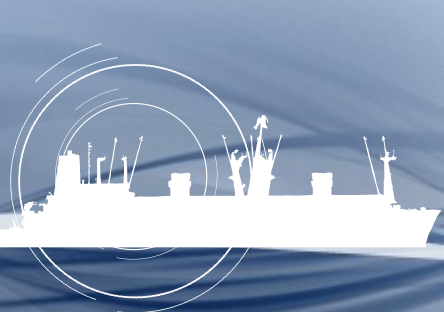


- The modern ship agent , the so called “Raccomandatario Marittimo”, was born in the 19th century with the advent of steam navigation and the consequent and progressive development of maritime trade.
- Since then the ship agent was the stable delegate of the shipowner or the carrier, and was in charge of making in their name legal acts and commercial transactions.
- In 1877, within the Navy Code, first appearance of a reference to the “Raccomandatario Marittimo”.



Today the ship agent profession is codified:

- In the Navigation Code of 1942 (Articles 287-291)
- In the Law n. 135 of 4th April 1977

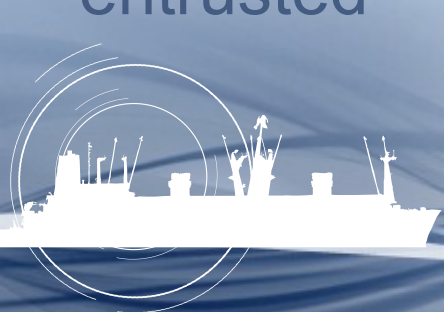




ARTICLE 2 LAW 135/77

“Will be considered as a shipping agent whoever carries out shipping agent activities such as: assisting the Master with regard to local authorities or third persons, receiving or delivering goods, embarking and disembarking passengers, chartering, arranging contracts for transportation of good and passengers, issuing all respective documents, or any other similar activity related to the care of all interests to him entrusted”

... omissis ... ”



ARTICLE 3 LAW 135/77

“Before the sailing of a foreign ship from the port where the agent is operating, said ship agent has to obtain by his commissioner – shipowner, charterer or carrier – the availability, in the Italian territory, of the amount of money in foreign currency, sufficient to guarantee the fulfilment of the obligations contracted through the agent during the call of the ship in the port. Besides the cases indicated by article 181 of the Navigation Code, the maritime authority shall deny the granting of clearing papers to foreign vessels, if the Captain does not tender (together with...omissis) a declaration signed by the local ship agent, certifying that the latter has the availability of the amount in the Italian territory.

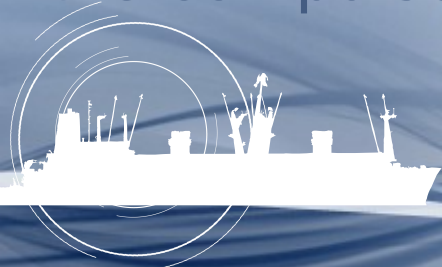
... omissis ...”



ARTICLE 4 LAW 135/77

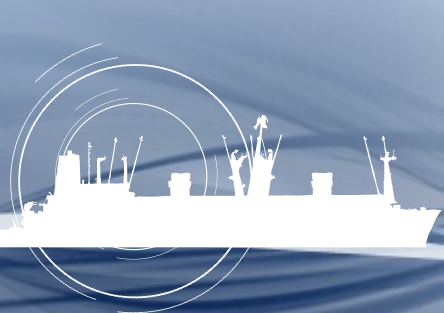
“The ship agent who engages italian or foreign workers for embarking on a ship with nationality other than the worker's, shall (before embarking) assure and certify to the local authorities, under his own resonsability, that the workers have been insured against invalidity and old age, for the foreseen period of engagement with the Fondo di Previdenza Marinara and for illness and accidents with Insurance Firms or Companies (italian or foreign) which should guarantee an insurance coverage not lower than the compulsory one according to italian law.

... omissis ... ”



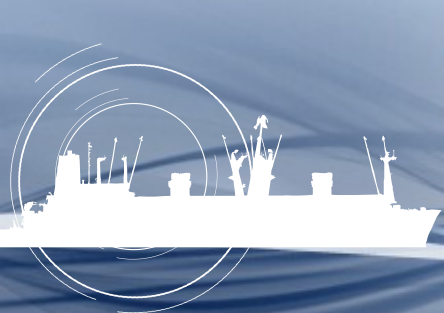
Law 28th January 1994, N.84

- Reorganisation of port legislation



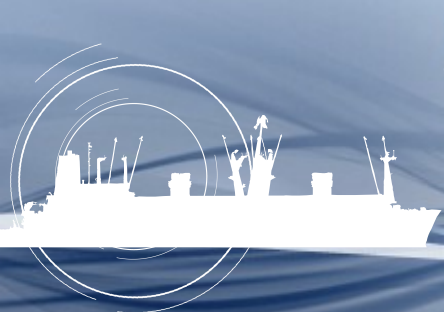


11th September 2001





E.GO (Excellent GOVERNance)





Thank you for your attention!

