



November 2022 Report

PORT AND TERMINAL MANAGEMENT

The overall standard for the Port and Terminal examination in November 2022 was of a reasonably high standard.

Students struggled with certain aspect of the exam, in particular displaying an awareness of the specific health and safety aspects of working at an offshore terminal, and also the ability to critically assess the ISPS code as requested in question five, a significant percentage of students simply chose to write chapter and verse on the ISPS code rather than critically asses it.

The questions were chosen from a wide range of subjects within the syllabus. Port operations, health and safety, investment appraisals, ISPS, vessels owned, operated or chartered by a port authority, port management structures and port related abbreviations.

Question 1

The question on port equipment and facilities at a deep sea's container terminal was very well handled by the students who chose to answer this question. A high percentage of students were able to give detailed information on container gantries, remote operated vehicles and straddle carriers, as well as discuss the navigational requirements of such a facility and the quay hinterland

Question 2

Whereas students were able to describe the basic health and safety requirements such as PPE, toolbox talk, safety lighting and marked walkways. Most students overlooked the concept that the employees would be working offshore and would require lifejackets and other safety measures such as fencing, safety boats, tenders to take the employees to and from the shore (which would all require certificated employees with strict safety protocols in place) and life-rings, would all be required. Some students did well to discuss some of the safety issues in terms of handling tankers, such as strict no smoking policies and oils spill awareness, training and procedures being in place.

Question 3.

The question on investment and economic appraisals created two distinct types of answers.

Some students achieved high scoring marks by being able to discuss all three types of investment appraisals aligned to a competent economic appraisal. Unfortunately, some students displayed limited amounts of knowledge and were only able to provide vague commercial proposals.

Question 4.

This was a modestly answered question which was not very popular with the students. Those who did select this question were able to offer a reasonable answer with examples such as woodchips, LNG and windfarm cargoes being suggested as more sustainable services for the future.

Question 5.

The question on the ISPS code was poorly answered as a large percentage of students failed to read the question properly.

The question asked for students to critically assess the code, which required both the positive and negative aspects of the code to be analysed. However, students tended to “write all they know” about the ISPS code without any form of assessment taking place.

Question 6.

The type of vessels owned, operated or chartered by the port authority was very well handled by the students. As much as the expected answers included dredgers, tugs and pilot boats. Some students suggested some unusual vessel types such as firefighting, navigational buoy and pilot station vessels and fire boats. This was impressively handled.

Question 7.

The question on abbreviations FEU, SWL, FOB, VTS, RTGC were well handled by students. The vast majority of students were able to give full descriptions on all of the abbreviations.

This proved to be a popular question with the students, that was well answered and the majority of students scored heavily.

Question 8.

The majority of students were able to provide an organigram and a discussion surrounding the major managerial and executives' roles of a port authority of their choice, highlighting executive roles, port management, marine, legal, finance, property and commercials.

Generally, this question was very well handled.