



N Institute of Chartered Shipbrokers ewsletter for Company Members

Issue 10 – Winter 2016



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Chairman's welcome

Andrew Dobson

Chairman of Federation Council, Andrew is the Northern Regional Manager for Denholm Wilhelmsen Limited and has worked in the Port Agency sector for more than 20 years. Andrew is a Fellow of the Institute of Chartered Shipbrokers and the Immediate Past Chairman of the Institute's North East of England Branch.

Welcome to the winter edition of the Federation Newsletter which is focussed on the Port of London.

It is with sadness that I have to report the passing of Ian Ways FICS. Ian was my predecessor as chairman of Federation Council and he died suddenly on the 8th November. He did a lot of good work for the Institute and as Federation Council chairman. There is an obituary about Ian on page 15.

Following the changes to Light Dues introduced in April 2015 relating to the Republic of Ireland, Trinity House have advised us that some company members are failing to conduct the proper checks before issuing certificates. It is important that vessels pay in the relevant jurisdiction so if you are unsure or would like to know more please contact Trinity

House in the usual way or speak to head office.

The Federation Council AGM and meeting took place in London in September 2015. It was a busy day and we covered a full agenda. At the AGM six new council members were elected on to council; Steve Gillie, Alan Appleyard, Camilla Carlbon, John Grange, Andy Thorne and Barry Stokes, and at the main meeting, Paul Olvhoj was co-opted. I welcome them all and look forward to working with them in the future.

As this edition goes to print the results of November examinations will be about to be published (28th January). This is the second year that examinations have been available in November following the success of the trial in 2014 and this year 12 of the 16 subjects were available to students in November.

If you are awaiting your results, after all that hard work, I hope you receive positive news.

Those of you who hold EURI/ATR stamps on behalf of HMRC will know that the date scrolls on the stamps expired at the end of 2015. Head office has now provided replacement stamps to all stamp holding company members which will keep you going until 2026.

Finally, Diane Foulkes at Trinity House retired in December. Di has been responsible for Light Dues collections for many years and I know many of you have met Di when she has visited collectors over the years. ALDIS was implemented by Di and that has made Light Dues collection much easier since it began. I would like to wish Di a very happy retirement.



Dates for your diary

28 th January	November 2015 exam results published
12 th February	Deadline for April examination registrations
19 th February	Germany branch 2016 dinner, Hamburg
3 rd -6 th March	2016 spring PREP revision course, Warwick
22 nd -24 th February	Executive Council, Durban
4 th March	Humber branch 2016 dinner, Hull
11 th -21 st April	The Institute's April exam session - available in 12 exam centres around UK and Ireland
21 st April	Liverpool branch 2016 dinner, Liverpool
29 th April	South Wales and West Branch 2016 dinner, Cardiff
4 th August	April 2016 exam results published

Your Federation Council

The Institute of Chartered Shipbrokers represents its company members through its trade association, Federation Council.

As a Council of the Institute, Federation acts as the representative body for Company Members. It is authorised to take decisions on behalf of the Company Membership, except where those decisions would affect the overall policy of the Institute, in which case any proposal shall require ratification by the Institute's governing body - Controlling Council.

Founded in 1984, Federation Council promotes and protects the interests of Shipbrokers, Managers, Port and Liner agents in consultation with the UK Government, statutory bodies and the European Commission. Federation is governed by a Council of 13 elected Company Member representatives together with the elected Officers of the Institute.

Federation manages a number of standing committees, which act and advise on behalf of members and the industry in their specific sectors.

Federation has permanent membership of a number of Government and industry consultative bodies, including HMRC, Home Office, DEFRA, DfT, DTI, MCA and the Chamber of Shipping.

It is also the recognised Government national contractor for certain sector-specific shipping business activities controlled by HMRC, DfT, and Trinity House. Additionally, Federation links with international organisations including FONASBA, ECASBA, BIMCO, Baltic Exchange, INTERTANKO and INTERCARGO.

Company members are supported by a number of people within the Institute's head office.



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Federation Council representatives 2015/2016

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Richard Willis FICS
Ken McLuckie MICS
Alan Platt
Alan Appleyard MICS
Richard Sparkes
Robert Churcher
Seb Gardiner FICS
Steve Gillie FICS
John Grange FICS
Andy Thorne
Barry Stokes FICS
Camilla Carlbom

Cory Brothers Shipping Agency
LV Shipping Ltd
GAC Shipping (UK)
John Good & Sons
Casper Shipping
Clarkson Port Services
Tamlyn Shipping
Quality Freight
Gillie and Blair Ltd
Grange Shipping
Kestrel Shipping
Clarksons Port Services
Carlbon Shipping

CO-OPTED

John Foord FICS
Paul Olvhoj

Grange Shipping
International Marine Survey

HONORARY MEMBERS

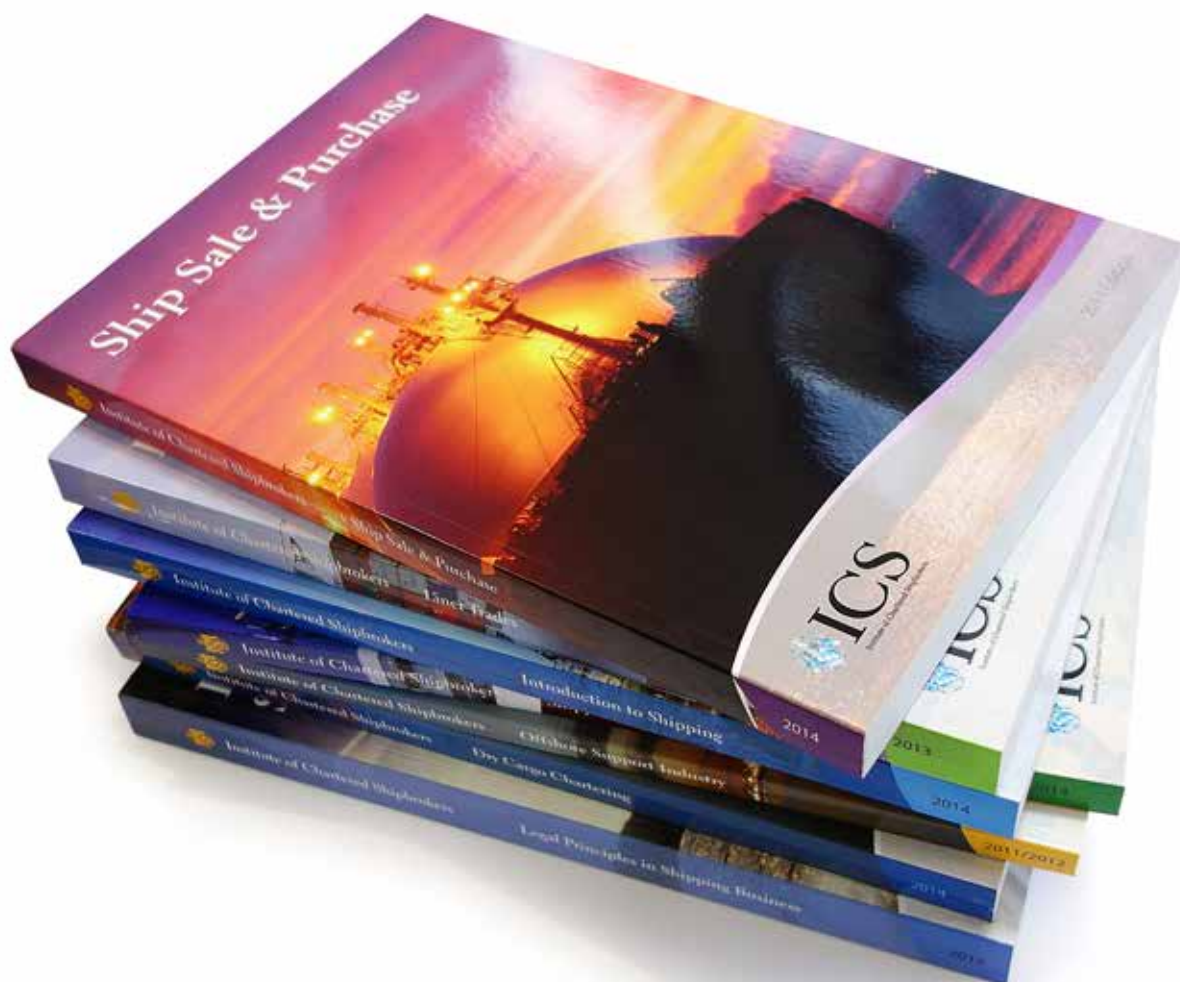
John Good FICS
Charles Stride FICS

John Good & Sons
Retired Fellow

EX OFFICIO

Bruce Ogilvy FICS
Michael Taliotis FICS
Theo Coliandris FICS
Julie Lithgow

Institute President
Institute Chairman
Institute Vice Chairman
Institute Director



Written by professionals for professionals

Shipping has become more complex to the extent that the name shipbroker, which at one time was thought to apply only to those engaged in chartering dry cargo tramp ships, now embraces separate disciplines in tanker chartering, ship management, sale and purchase, port agency and liner trades.

As an independent international professional membership organisation, the Institute of Chartered Shipbrokers strives to promote a world class programme of education and training to ensure that all its members are knowledgeable about their business. As a result, the Institute produces and publishes a comprehensive series of books on shipping business.

The Institute's sixteen books are unique in that they have been written by professionals for professionals in the shipping industry. They now undergo a regular review where they are peer reviewed, revised and updated by professionals in their particular discipline and peer reviewed again, so that an accurate revision can be ensured.

The books themselves will continue to be part of the TutorShip course, but our goal is to make them more widely available to the general shipping industry, which has long requested our books as general reference titles.

Members are entitled to a 50% discount on all of the Institute's publications.

To place an order, please complete a book order form and return it to us.

For book order forms and support, please visit: www.ics.org.uk/learning

**Members receive
a 50% discount
on all books**



**INSTITUTE OF
CHARTERED
SHIPBROKERS**



*Credits: Port of London, Seabournsojourn, 2010
Seaborne vessel enteing the docks beneath the
skyscrapers of Canary Wharf*

FOCUS

Port of London

If you have an idea to feature in this section,
please contact us: federation@ics.org.uk

PORT

Port of London

The Thames has always been central to the life of the UK capital. It remains a vital modern transport artery for London today.

The Thames is home to the Port of London – the busiest port in the Southern UK. It is made up of over 70 independently run port facilities along 95 miles of river from London to the sea, that handle a very wide range of cargoes, making it the UK's most diverse port. Each year the port handles about 45 million tonnes of cargo. It is an essential link in the chain that keeps the capital,

the surrounding region and people supplied with food, fuel, other essentials and consumer goods.

The names of some of the companies with operations on the river underline this link to daily life: from Ford making engines at Dagenham for export; Tate & Lyle importing raw sugar for processing at Silvertown; through to other key companies with port facilities on the Thames including Cemex, Shell, Lafarge Tarmac, Vopak, Tilda Rice, and Kimberly Clark. The level of activity means over 46,000 jobs are directly connected to the Thames.

The Thames now has two modern container ports – DP World's London Gateway and the London Container Terminal at Tilbury.

The Port of London Authority (PLA) is central to the successful operation of the port, overseeing navigational, safety and related matters. It provides port control, safety, pilot, diving and other services round the clock. The PLA Port Control Centre oversees 400 square miles of river and estuary. Using the latest radar, VHF, transponder, and CCTV technology - and

Below and on the next page

Vessels along the Thames in London. Credits: Port of London Authority



FOCUS

In this issue our PORT FOCUS is London
Courtesy of Port of London Authority, PLA

highly skilled staff - ships are guided in and out safely. A team of 90 expert PLA pilots guide large and complex ships to and from berths up and down the river.

From the sea to the capital, the Thames is busy and now enjoying further growth. The amount of freight moved on the Thames through the capital has trebled in the last five years. Traffic moved between terminals is currently at over five million tonnes a year, keeping over 265,000 lorry trips off the roads.

The Thames plays a central role in major infrastructure

projects. The new Blackfriars railway station was substantially supplied and built using barges and construction of the major Crossrail scheme has been hugely dependent on use of the River. The Thames Tideway Tunnel is also set to use the river throughout construction.

Passenger use of the river is also growing year on year – from a modern fleet of high speed commuter catamarans through to a thriving and diverse tourist boat sector for London's many visitors. Around ten million passengers are currently using the Thames each year, and with investment in new piers and new

services, it is now a key part of London's twenty first century transport system.

This autumn the PLA published new data showing the tidal Thames is thriving, both economically and in terms of its amenity value. The data was revealed by two research studies into the economic impact of port, passenger and other operations on the Thames; and a first-of-its-kind assessment of the river's amenity value.

The amenity study estimates the Thames is worth over £100 million in health benefits for residents alone who enjoy 10





million bike rides and walks on the towpaths every year's as well as over 5,000 regular rowers.

The tidal Thames and estuary is an important environment too. It is home to more than 100 different species of fish, hundreds of seals, has special protection areas and sites of special scientific interest and is visited by over 300,000 over-wintering birds every year.

Launching the studies, PLA chief executive Robin Mortimer explained:

"We knew the Thames was economically important and this data underlines that, as it supports over 43,000 jobs and generates over £4 billion for the economy. What's really new with this research is the first attempt to gauge the less tangible, amenity value of the river – for example how the Thames supports the health

of people using the river and towpaths for sport and recreation; and how this globally recognised river contributes to tourism spend in the capital."

The PLA commissioned the research as part of a year long project to develop a vision for the future of the tidal Thames, the 95 miles of river that stretches from Teddington Lock through the heart of the capital to the North Sea.

The research showed that £1 billion of new investment is planned for Thames port and marine operations over the next five years. New investments include two new fast ferries for MBNA Thames Clippers which are due to be delivered in October, a new engine line at Ford's Dagenham plant, Stolthaven's new bitumen import facility and the continued development of London Gateway Port.

Robin Mortimer concluded:

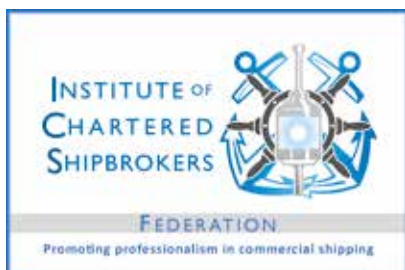
"The Thames is the UK's greatest waterway. The figures released today shed light on the vital role the river plays in millions of people's lives. They will also help us as we develop a Vision for the Thames for the next 20 years, ensuring that it plays an even greater role and is enjoyed by more people for trade, travel, leisure and sport."

For more information about the Port of London and the Thames go to: www.pla.co.uk



ALONG 'FATHER' THAMES

- **43,500 full time equivalent jobs**
- **£4 billion Gross Value Added a year**
- **£1 billion of new investment planned**
- **23 million tourist visits a year**
- **£2.4 Billion from the Gross Value Added by Tourism**
- **10 million residents walk and cycle along the Thames**
- **Over 5,000 rowers regularly use the Thames**
- **Britain's busiest inland waterway**
- **The UK's second biggest port**
- **Over 230,000 commercial and leisure vessel movements a year**



All you need to know about your Institute's Company membership

FEDERATION COUNCIL

- >Memberships
- >Government Departments
- >Associate organisations
- >Relevant activities

For many, company membership of the Institute is beneficial, usually as an access route to collecting Light Dues on behalf of Trinity House and/or stamping export documentation on behalf of HMRC through the EURI/ATR stamp.

However, there are many more benefits to being a company member, some of which might surprise many members.

Head office staff maintain relationships with several other organisations including government departments, membership bodies and other industry-related associate organisations.

There are currently 105 company members of the Institute; 5 associates, 6 affiliates and 94 full company members.

Her Majesty's Revenue and Customs (HMRC)



Her Majesty's Revenue and Customs (HMRC) is the tax and customs authority in the UK, responsible for making sure that the money is available to fund the UK's public services. HMRC services and facilitates legitimate trade and protects the economic, social and physical security of the UK.

Since HMRC withdrew from most UK ports, company members of the Institute have held, where they wish to, an official HMRC EUR1/ATR stamp. This is used on certain exportation documentation and is used to facilitate the taxation preference agreements that are in place between the UK and various countries around the world.

Company members have held stamps for 8-9 years and the first stamps issued will expire and therefore require replacement at the end of 2015. New stamps will be delivered to the Institute in October 2015, in time for them to be dispatched to the 70 or so company members that hold one and ahead of 1st January 2016. About 36,000 EUR1/ATR documents were stamped by company members in 2014.

The Joint Customs Consultative Committee (JCCC)

The Joint Customs Consultative Committee (JCCC) is an HMRC forum which was established in 1969 to exchange views on and discuss proposed changes to customs procedures and documentation relating to the entry and clearance of goods. It gives the opportunity for HM Revenue and Customs (HMRC) to consider representations from over 20 member organisations, of which the Institute is one, on a face-to-face basis. This committee is the main forum for the department to consult trade on import and export matters.

The JCCC holds three meetings a year where a range of transport/revenue issues are discussed. Mostly the issues discussed are either affecting/impacting or are likely to affect/impact the activities or transport sectors represented by the members.

The JCCC is a particularly open forum with regard to listening (and reacting where necessary) to the concern of the group members. The JCCC tends to be proactive and seeks opinions before deciding firm policy. It places a lot of credibility on the opinions of the member organisations.

The Department for Transport (DfT)



The Department for Transport (DfT) works with its own agencies and partners to support the transport network that helps UK businesses and gets people and goods travelling around the country. It plans and invests in transport infrastructure to keep the UK on the move.

The DfT is responsible for many areas of policy that impact the industry. Most recently that has been the Ship Reporting Regulations (FAL Directive) for which it is policy lead. This means that it has overall responsibility for the Directive while some areas covered within it are dealt with by other government departments: HMRC – Ship Stores & Crew Effects, for revenue and taxation purposes; Border Force – Passenger and crew lists for immigration purposes.

Border Force (BF)



Border Force (BF) is the law enforcement command within the Home Office. It secures the UK border by carrying out immigration and customs controls for people and goods entering the UK.

The Institute's main interaction with BF has been with regard to the Ship Reporting Regulations, specifically passenger and crew lists for immigration purposes. It has developed the National Maritime Single Window (NMSW), the portal through which company members will supply information relating to ship arrivals to, and departures from, UK ports and thereby meet the ship reporting requirements of the EU Directive.

Maritime UK



Maritime UK brings together the shipping, ports and maritime business services sectors in the UK to speak with a single voice on key strategic and practical issues of joint interest. Its intention is to create joined-up industry positions between these sectors so that the maritime message can be heard clearly and with greater weight by legislators and other audiences.

Maritime UK meets quarterly and their members are: The Baltic Exchange; British Ports Association; CLIA UK & Ireland; Institute of Chartered Shipbrokers; Maritime London; UK Chamber of Shipping; UK Major Ports Group.

Federation of National Associations of Shipbrokers and Agents (FONASBA)



Federation of National Associations of Shipbrokers and Agents (FONASBA) provides a united voice for the world's shipbrokers and agents. They organise and promote, fair and equitable practices and ensure that the needs of members are understood at international, regional and individual national level across the maritime industry.

They hold an annual meeting which is usually hosted by a member association and therefore in a different location each year. Last year their annual meeting was in Vitoria, Brazil and the Federation Council chairman attended. In 2016 the Institute will host the annual meeting in the UK.

The European Community Association of Shipbrokers and Agents (ECASBA)



The European Community Association of Shipbrokers and Agents (ECASBA) is a sub-committee of FONASBA. It started in 1990 as FONASBA's European Committee and became ECASBA in 1993 to represent European brokers and agents in their dealings with the European Union. Areas of interest include: seaport and port services policy, short sea shipping, safety and quality shipping, customs and administrative procedures.

Trinity House



Trinity House is the General Lighthouse Authority (GLA) for England, Wales, the Channel Islands and Gibraltar. Its remit is to provide Aids to Navigation to assist the safe passage of a huge variety of vessels through some of the busiest sea-lanes in the world.

The Institute has a healthy, strong and long standing relationship with Trinity House. With the exception of themselves, only company members of the Institute collect Light Dues in the UK. In 2014/15 company members collected £87million on behalf of Trinity House and that yielded £338,000 to company members in certificate fees.



British International Freight Association (BIFA)



BIFA is the trade association for UK-registered companies engaged in international movement of freight by all modes of transport, air, road, rail and sea. The Institute attends their quarterly 'Surface Policy Group' which looks at a range of issues, mostly regulatory changes, and their affect on the industry.

UK Chamber of Shipping (CoS)



The UK Chamber of Shipping's mission is to champion and protect the UK shipping industry on behalf of its members. It works closely with Government, policy makers and other parties to gain recognition of shipping's contribution to the UK economy and employment, make clear the impact of upcoming and existing legislation on the future of shipping in the UK, and bring them together to work with the UK shipping industry and the related national, European and international maritime organisations.

The Chamber of Shipping is an associate member of the Institute and in recent months we have worked closely with them on issues such as the Ship Reporting Regulations. They have detailed knowledge on many areas that impact the industry and are happy to share that knowledge with the Institute.

International Transport Intermediaries Club (ITIC)



ITIC is the world's leading insurer for professionals who provide services to the transport industry. It publishes legal advice and information, safety and security notices. The most recent of these was legal advice to port agents on the use of 'as agents only' on their correspondence and what protection or lack of protection this offers.

Thames Tideway Tunnel



Credits: Hannah Shroot

Following the 'Great Stink' of 1858, the chief engineer of the Metropolitan Board of Works, Sir Joseph Bazalgette, proposed a revolutionary sewerage system for London. His proposal was to construct 82 miles of underground brick main sewer tunnels, or interceptor sewers, to accept the waste from 1,100 miles of street sewers. The construction took ten years and used 318 million bricks, all laid by hand, which at today's prices would cost £60billion to complete.

Bazalgette's sewer tunnels were designed to cope with the then much smaller population of London. Today London is home to more than three times the population of the Victorian era and its sewerage system is no longer fit for purpose, and cannot cope. As a result it spills millions

of tonnes of sewage into the tidal section of the river Thames every year.

Something needed to be done to stop the pollution of the river Thames and the long-awaited Thames Tideway Tunnel project, more commonly known as 'the super sewer' was born. Planning permission has been granted, construction contractors identified and investors are secured; it's 'all systems go' for the Thames Tideway Tunnel.

Phil Stride, a Thames Water employee for 40 years, led the public consultation process for the project which was mobilised in 2007 when the Government first instructed the company to take forward a tunnel-based solution to the pollution of the tidal stretches of river Thames.

Phil is now External Affairs Director at Tideway, the new utility company tasked with financing and delivering this landmark project.

Here he looks at the challenges that lie ahead for the engineers and other specialists following in the footsteps of Sir Joseph Bazalgette, in their historic work to modernise the capital's Victorian sewerage system and maximise the wider benefits.

After seven often exhausting years of making the case for the Thames Tideway Tunnel, during the development and planning phase, it's hard to describe the sense of anticipation everyone working on the project feels about the prospect of making it a reality at last.

The passion for tackling the unacceptable discharge of untreated sewage into the tidal river Thames is unwavering in the project team and the statistics speak for themselves:

- In 2014 alone, 62 million tonnes of untreated sewage spewed into the river from Chiswick in the west through to Greenwich in the east. Even in a typical year the figure is 39 million tonnes, enough to fill the Albert Hall over 450 times.
- Bazalgette's magnificent interceptor sewers, which still form the backbone of the capital's sewerage network, were put in place over 150 years ago. They were designed to serve a population of four million. That figure has now topped eight million and continues to grow.
- Even light rainfall can trigger a discharge of sewage into the river.

Tunnel Alignment Graphic





*Now: The low level interceptor sewers fill up and overflow into the River Thames
After: The overflow will be diverted into the tunnel instead of going into the river*

- It can take up to three months for sewage that has entered the uppermost reaches of the Thames Tideway to reach the sea.

The situation is unacceptable and unsustainable and the solution is threefold: Thames Water is well advanced in delivering two components; the Lee Tunnel, tackling the single largest overflow point near the Olympic Stadium in Stratford, will be commissioned next year, and the expansion of the five sewage treatment works on the tidal Thames is already complete.

The Thames Tideway Tunnel will be the largest waste water project in the northern hemisphere; It will be 7.2 metres wide and 25 kilometres long and will intercept 34 other combined sewer overflow points through central London. It will largely follow the path of the Thames, through varying ground conditions and be deeper

than everything else that lies beneath the capital, including all tube line, utility cables and foot tunnels.

Jobs and skills

A key commitment of the project is to use the river to transport 90 per cent of the excavated material from the tunnelling phase. Every loaded barge represents 50 lorry loads taken off London's congested roads but an increase in river freight will mean additional crew and boat masters who will require training to meet the demand.

Overall, the project will create about 9,000 direct and indirect jobs. A new generation of engineers, tunnellers, marine specialists, environmental experts and financial managers will also be required. Through liaison with the education sector and the construction industry the project expects one



Sir Joseph Bazalgette

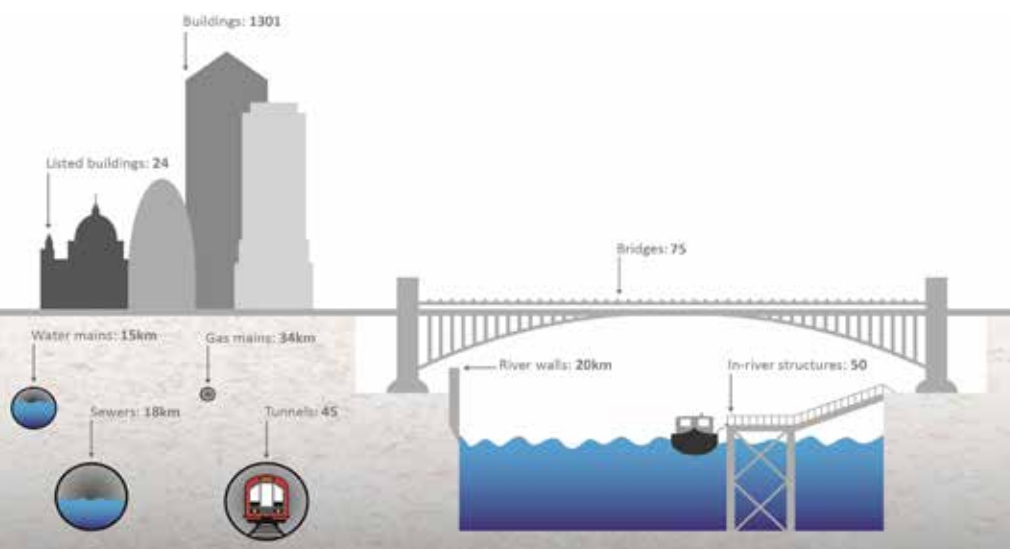
in every 50 jobs to be held by apprentices, which will see between 280 and 400 apprenticeships being completed during the project.

Reconnecting Londoners with the River Thames

Arguably the biggest aspiration of the project will be the hardest one to measure. That is to ensure that the river assumes its rightful place at the forefront of the capital's psyche; that it comes to be seen as an asset that is treasured and enjoyed, not just a physical barrier that splits the capital in two.

Sewage fouling of Britain's coastal beaches is met with protest and anger but solutions are being put in place. However, even in the 21st Century the contents of London's toilets end up on the foreshore of the Thames on a weekly basis. Regardless of specialism, the whole project team are determined to ensure that treating the Thames as a sewer will soon be a thing of the past.

Tunnel alignment



The 2015 London Shipping Week

The Institute of Chartered Shipbrokers, London and South East branch organised within the London Shipping week the seminar ‘*Changing tides. The future of Shipping*’ with Martin Stopford, Clarkson Research, Mark Williams, Affinity Research and Richard Greiner, Moore Stephens

London International Shipping Week 2015 (LISWI5) was held in London during the first week of September. Her Royal Highness the Princess Royal was the event patron and hosted a reception at Lancaster House with some of the maritime industry’s leading figures.

LISWI5 also had the backing of the British Government which demonstrated its commitment to the maritime industry with an international round table meeting at 10 Downing Street hosted by the Rt Hon Patrick McLoughlin MP, Secretary of State for Transport. Ten government ministers cleared their diaries to make themselves available to participate and speak at some of the 120 conferences, panel discussions, and seminars that took place during the week.

At least 15,000 industry leaders attended the week of events which gained extensive press coverage for the industry and highlighted key initiatives for maritime companies and regulators to focus on and work together in partnership to resolve.

The diversity and volume of events taking place and high calibre of speakers, coupled with the superb quality of venues, again propelled London to the forefront of global shipping.

Chairman of the LISW Steering Group Jeremy Penn said, “I am immensely proud that LISWI5 has been such a tremendous success and would like to thank everyone that took part, hosted and attended the numerous events. The maritime sector is an integral part of the global economy providing the means

of transport to deliver in the region of 95% of the world’s products.”

Some of the key highlights included:

- The publication of a Maritime Growth Study which recommended the formation of a Ministerial Working Group which the UK Government has taken on board and revealed that the Secretary of State will chair its first meeting
- The International Chamber of Shipping (ICS) conference which covered the implications of major environmental regulations, the migrant rescue crisis and the employment of women in shipping
- A reception, jointly hosted by the Department of Transport and the Ministry of Defence, on board HMS Portland to celebrate international maritime partnership
- The second International Shipowning and Shipmanagement Summit (ISSS) and panel debates that discussed issues affecting global ship owners and ship managers

- ‘Mersey—on-the-Thames’ event which announced major investment in the Liverpool City region enabling this regional maritime cluster to compete in a global market
- The LISWI5 Conference, moderated by the BBC’s Emily Maitlis, which covered a wide range of topics ranging from world trade, global governance, innovation and investment
- The Ship Efficiency conference & exhibition – reviewing trends in energy efficiency
- 4.7 million tweets were recorded during the first few days of LISWI5
- The OSCAR Dragon Boat Race which raised £140,000 for Great Ormond Street Hospital
- The Gala dinner which was a celebration of the week’s events and a chance for the industry to let its hair down



Below: Her Royal Highness The Princess Royal and Alderman the Lord Mountevans of Chelsea, Chairman of the LISW Board of Advisors at the LISW reception at Lancaster House

UK Maritime Growth Study

In September 2015 the Department for Transport published a study:

Keeping the UK competitive in a global market

Here are the 18 recommendations made

Industry leadership

Recommendation 1. Single Promotional Body

For the key industry bodies within the sector, including the Baltic Exchange, British Ports Association (BPA), Marine Industries Alliance (MIA), Maritime London, UK Chamber of Shipping and UK Major Ports Group (UKMPG) to take action to create a stronger unified industry voice by:

- Forming a single, industry-wide promotional body that can market the UK maritime sector as a whole and partner with government, while ensuring that individual industries can continue to engage with government on their specific concerns.
- Developing a vision and set of strategic objectives that the sector can support by identifying and prioritising the major common concerns across the shipping, ports, business services, manufacturing, engineering and science industries.
- Introducing quantifiable targets and goals to deliver the sector's vision and strategic objectives.

Recommendation 2. Capability of Promotional Body

For the promotional body recommended in this report to be designed to be self-sufficient and operate effectively by:

- Constructing a fee, subscription or other regime that enables the body to be self-funded and resourced.
- Appointing a CEO to manage the day-to-day matters of the organisation and engage with inward investors, customers and government on a 'business as usual' basis.

Recommendation 3. Chair of Promotional Body

For the promotional body recommended in this report to appoint a high profile Chair empowered to act as the industry champion for the sector and to work closely with both the chair of the Ministerial Working Group for Maritime Growth (see recommendation 4) and chair of the MCA (see recommendation 6) suggested in this report to raise the domestic profile of the UK maritime sector and sell what it has to offer abroad.

Government leadership

Recommendation 4. Ministerial Working Group

For the government to drive continuing success and growth across the maritime sector by:

- Establishing a Ministerial Working Group for Maritime Growth that seeks to coordinate interest in maritime activities across government. Its initial work should be to drive forward the recommendations for government from this Study in parallel to the recommendations being taken forward by industry. The Group should initially operate for a twelve month period and then be subject to review. The group would be separate to the existing Ministerial Working Group for Maritime Security.
- Nominating a relevant transport minister as chair and 'ministerial sector champion' to take an overview of government activity affecting the sector and working with other departments to support maritime growth.
- The Ministerial Working Group should oversee the development of a national strategy for maritime growth developed in collaboration with industry.

Recommendation 5. Cross-Whitehall Delivery

For the government to provide the Ministerial Working Group with effective cross-government delivery mechanisms by:

- Expanding the remit of the Department for Transport's Maritime Administration Board to act as the senior official body for the Ministerial Working Group, but with a wider standing membership that includes other government departments and industry attendees.
- Creating a cross-Whitehall maritime team that acts as the delivery arm of the Board and creates a single point of contact for industry, potential inward investors and international businesses interested in using UK-based maritime services.

Recommendation 6. Maritime & Coastguard Agency Reform

For the Department for Transport to reform the Maritime & Coastguard Agency (MCA) so it can operate more effectively, efficiently and commercially by:

- Initially separating the UK Ship Register from the MCA's regulatory functions and appointing a commercial director with industry experience to lead the Register; and the Agency's other commercial functions, as a new, more commercial internal directorate.
- Implementing the MCA's conclusions from its Survey & Inspection (S&I) Transformation Programme to create a more highly skilled, flexible and better rewarded surveyor workforce and improve MCA systems in order to better support industry customers while driving high standards.
- Taking timely action to fully recover the cost of the services being provided and facilitate continuous improvement in service delivery, while remaining competitive with other international shipping registries.
- Appointing a Non-executive Chair for the MCA Board with relevant industry experience to drive change, champion the UK Ship Register and promote the government's wider maritime offer as the 'government sector champion', while working with the Ministerial Working Group to deliver reform and oversee the development of the business case for a change in status.
- Developing, in line with the recommendation of the UK Ship Register Advisory Panel, the business case for changing the status of the MCA (beyond its current status as an executive agency of the Department of Transport), or parts of it, to provide greater flexibility, boost customer service, increase commercial responsiveness and, where appropriate, generate a reasonable profit on discretionary commercial services, thereby reducing government costs and replicating the financial success of other international ship registers. The focus for change should be the operation of that part of the ship register covering larger internationally trading ships whose owners are free to choose where they register in a highly competitive market.

Skilled Workforce

Recommendation 7. Seafarer Projections Review

For government to work with industry to better understand the UK maritime sector's seafaring skills requirement with the aim of developing targets for growing the skills base by refreshing its assessment of the requirement for seafarers in the UK maritime sector to ensure industry and government have the most up-to-date picture of supply and demand.

Recommendation 8. Future Skills

For the promotional body recommended in this report to identify and prioritise the key skills issues facing the UK maritime sector by assessing the current and future need for wider skills and qualifications across the UK maritime sector as a whole and developing a 'skills strategy' with focused objectives for addressing these concerns.

Recommendation 9. SMaRT Review

For government to initiate a review of its Support for Maritime Training (SMaRT) scheme for sea-going trainees undertaking HNC, HND, Foundation or Honours Degrees to ensure it is fit for purpose – including how funding can best complement the industry's contribution into the Maritime Skills Investment Fund recommended in this report (for example through match funding).

Recommendation 10. Maritime Skills Investment Fund

For the promotional body recommended in this report to establish a 'Maritime Skills Investment Fund' to address the decline in seafaring and other skills sector-wide by a) working with existing industry providers to coordinate, rebrand and act as the 'shop front' for the various funds that support maritime skills, training and qualifications; and b) design and establish a voluntary scheme to secure contributions into the Fund from those maritime businesses that are not already engaged in maritime training or apprenticeships.

Recommendation 11. Maritime Apprenticeships

For government to initiate work with industry on extending its programme of apprenticeships to include more roles in the maritime sector, including, for example, shore-based business service roles, in order to increase the intake into the sector.

Recommendation 12. Ship to Shore Mentoring

For the promotional body recommended in this report to develop an industry-wide 'ship to shore' mentoring scheme that identifies career structures and develops the sector's future business leaders from the seafaring community. This scheme should identify or define career paths that ensure participants gain the relevant experience at sea before supporting a move into a relevant shore-based role in the UK.

Recommendation 13. Education

For government to explore the scope for introducing maritime examples into primary and secondary school teaching in order to raise youth awareness and, where possible, to support bodies seeking the formal accreditation of maritime studies.

Recommendation 14. Maritime Awareness

For the promotional body recommended in this report to coordinate, including with the MNTB, Maritime Skills Alliance, Seavision and others, a year-round programme of awareness raising activities to encourage interest in, and entry into, maritime careers. This should include plans and publicity targeting school and university career fairs, as well as Sea Cadets and other youth groups.

Recommendation 15. Royal Navy Links

For government to initiate work on creating better links between the Royal Navy and wider UK maritime sector in order to ensure that staff with relevant experience who are leaving the Royal Navy can more easily take-up service on commercial vessels and are made aware of jobs in the wider UK maritime sector.

Marketing

Recommendation 16. Marketing Opportunities

For the government to take full advantage of new and existing opportunities and campaigns to support the maritime sector and market UK maritime abroad, including by:

- Incorporating the maritime sector in the GREAT Britain campaign;
- Placing maritime on the agenda of UKTI foreign trade delegations and, where appropriate, including representatives from maritime industry on such delegations;
- Making greater use of our foreign embassies to promote the UK maritime offer.

Recommendation 17. Industry Marketing Strategy

For the promotional body recommended in this report to include roles and funding dedicated to raising the profile of and promoting the UK maritime sector. A marketing strategy should be developed in collaboration with government, including advertising campaigns, and a single overarching maritime careers portal covering the many career paths in the sector.

Recommendation 18. Investment Opportunities

For the government to initiate work with industry to raise the awareness of financial institutions about investment opportunities across the maritime sector and encourage schemes and other solutions that could improve the availability of UK finance and offer real support to the sector, including for ship ownership.

What fuel?

Credits: ITIC

International Transport Intermediaries Club (ITIC) has reported a case in which the owner of a chemical tanker made an unsuccessful claim against a port agent for costs incurred in taking on additional low-sulphur fuel at a European port.

The port agent was appointed by the owners of the chemical tanker to attend the vessel in port. As the agent did not have an office at that particular port, it engaged its usual sub-agent to assist locally.

Prior to the vessel's arrival, the master sent an email to the agent asking whether there were any restrictions on the type of fuel that could be used while the vessel was both alongside and at the port's outer roads. The agent passed this request to its sub-agent, who in turn made inquiries of the local harbour-master, who was responsible for enforcing the EU directive relating to the use of low-sulphur fuel.

The harbour-master confirmed that the vessel was required to burn low-sulphur marine gas oil from the time of its arrival at the port's outer roads. This advice was passed to the master, who duly followed these instructions.

As the vessel waited at anchorage it became clear to the master that he would not have sufficient low-sulphur fuel on board to complete operations and, as the vessel was unable to take on additional low-sulphur fuel at that port, the owners decided to

divert to another port to replenish their supply. The vessel thereafter returned to its intended discharge port and operations proceeded without further disruption.

The agent subsequently received a claim from the owners of the vessel for approximately \$150,000. The owners alleged that the information provided to them by their agent was incorrect, and that the local regulations only required vessels to burn low-sulphur fuel while alongside the berth, and not at anchorage. Because low-sulphur fuel was more expensive, the owners claimed for the additional costs incurred in burning this fuel when, they claimed, this was not necessary. They also claimed for the costs of diverting the vessel to take on the additional low-sulphur fuel.

It was established that the sub-agent had simply passed on the instructions received from the harbour-master, and that the agent had in turn passed this on, word for word, to the owners. Lawyers mounted a vigorous defence to the claim, which was subsequently withdrawn. ITIC covered the legal costs of defending the agent.



Ian Ways FICS

24th May 1965 – 8th November 2015



Ian Ways FICS was a member of the Institute of Chartered Shipbrokers for 19 years. He started his career in 1982 as an office junior in the dry cargo operations department at Constantine before moving onto Brantford International. He had a brief spell with Escombe McGrath as a ships agent and then returned to Constantine, which by then had merged with Brantford International to become Constantine Brantford. Here he took the role of dry cargo Manager until 1996.

When Cory Brothers Shipping acquired Constantine Brantford, Ian continued to head up the dry cargo agency department until appointed General Manager of Cory Brothers Shipping for the North East region. In 2011 Ian took over as Chartering Manager at the Cory Potash office working closely with Cleveland Potash.

Ian was elected a Member of the Institute on 1st October 1996 and became a Fellow on 24th March 1999. He was the Chairman of the Tees & Hartlepool branch when it merged with the Newcastle branch and was elected Chairman of the newly formed North East branch. He continued to sit on the Branch Management Committee until his passing.

Ian became involved in the work of Federation Council and served on several sub-committees and in 2011 he was elected chairman of Federation Council. During his two year tenure as chairman Ian was responsible for amongst other things, the reintroduction of the Company Member Newsletter.

Ian was a devoted husband and father who enjoyed spending his spare time brushing up on his DIY at home. He is survived by his wife Julia & daughter Claire.

CIRCULARS

Customs Information Papers issued

Customs Information Papers (CIPs) are released throughout the year and we try and keep this list up to date for you.

2015

Customs Information Paper (15) 56
Economic operators who are involved in the temporary importation of containers, pallets and packings.

Customs Information Paper (15) 55
All involved with importing goods under the EU's GSP.

Customs Information Paper (15) 54
All those who make Customs, International Trade and Excise related general enquiries by post.

Customs Information Paper (15) 53
JCCC membership, trade organisations, other government departments and anyone involved with importing goods from or exporting to Serbia.

Customs Information Paper (15) 52
Anyone who imports low-value goods and small non-commercial consignments (gifts) by freight or by post; either through Royal Mail/Parcelforce or a Fast Parcel Operator/Agent.

Customs Information Paper (15) 51
All businesses and agents who are involved in international trade.

Customs Information Paper (15) 50
Economic operators involved in the importation of fresh bananas.

Customs Information Paper (15) 49
Traders or agents involved in importing goods at non inventory linked locations.

Customs Information Paper (15) 48
Traders or agents involved in exporting goods for repair and re-importing to a CPC with a VAT only liability.

Customs Information Paper (15) 47
All international trade economic operators and trade bodies, importers, exporters and shipping agents involved in TS.

Customs Information Paper (15) 46
Any economic operator or business authorised to use the SIVA scheme when importing goods into the UK.
Any economic operator or business wishing to apply for the first time for SIVA.

Customs Information Paper (15) 45
JCCC Members, carriers, software supplies and all businesses involved with international trade and imports into the EU.

Customs Information Paper (15) 44
Any economic operator, agent, authorised company and anyone involved in importing goods to special procedures after 30 April 2016.

Customs Information Paper (15) 43
All traders and agents/representatives responsible for completing customs export declarations and Merchandise in Baggage importers.

Customs Information Paper (15) 42
All businesses who have, or are intending to apply for, AEO status.

Customs Information Paper (15) 41
All economic operators involved in the import, processing, use and storage of goods.

Customs Information Paper (15) 39
All Economic Operators involved in International Trade.

Customs Information Paper (15) 39
All Economic Operators involved in International Trade.

Customs Information Paper (15) 38
LVBI approved operators and their agents or representatives. Those who are intending to apply for an LVBI approval for the first time.

Customs Information Paper (15) 37
Anyone involved in the international trade of goods, particularly importers, exporters, shipping agents and freight forwarders who submit customs declarations and exhibition/event organisers.

Customs Information Paper (15) 36
All involved with importing goods under preferential arrangements.

Customs Information Paper (15) 35
All involved with importing goods under preferential arrangements.

Customs Information Paper (15) 34
All involved with importing goods under preferential arrangements.

Customs Information Paper (15) 33
All economic operators involved in the import, processing, use, storage or export of goods.

Customs Information Paper (15) 32
Anyone planning to import/export goods within CN codes 2106 9092, 2106 9098, 2934 9990 21, 3824 9092, 3824 9093 and 3824 9096. Software houses.

Customs Information Paper (15) 31
Anyone involved in the international trade of goods, particularly importers, exporters, shipping agents and freight forwarders who submit customs declarations

Customs Information Paper (15) 30
Anyone involved in the international trade of goods, particularly importers, exporters, shipping agents and freight forwarders who submit customs declarations and exhibition/event organisers.

Customs Information Paper (15) 29
All traders involved in the importation and exportation of freight; particularly freight forwarders, shipping agents, importers and exporters.

Customs Information Paper (15) 28
All businesses who have or are intending to apply for AEO status.

Customs Information Paper (15) 27
All Customers who use the Tariff Classification Helpline.

Customs Information Paper (15) 26
Anyone planning to import/export goods within CN codes 2106 9092, 2106 9098, 3824 9092, 3824 9093, 3824 9096 and 2934 9090 21.

Customs Information Paper (15) 25
All those who have dealings with EORI.

Customs Information Paper (15) 24
All those who have dealings with ICS and CSP.

Customs Information Paper (15) 23
All traders and their representatives wishing to submit claims for the repayment or remission of customs duties under Article 239 and/or 220(2) (b) of Council Regulation 2913/92 (also known as the Customs Code).

Customs Information Paper (15) 22
Anyone importing textiles from the Dominican Republic. general aviation.



Federation Companies 2015/2016

List of company members
with Federation Council

UK liaison office

Aberdeen

ASCO Group PLC
Offshore Services Limited
Petersons (UK) Limited
Searoute Port Services Ltd
The Stewart Group

Ardrossan

C.A. Mair (Shipping) Ltd

Barrow-in-Furness

James Fisher Shipping Ltd

Basildon

Kestrel Liner Agencies Ltd

Belfast

Hamilton Shipping Ltd
John Burke & Co Ltd
Johnson Stevens (NI) Ltd
Michael F Ewings Ltd

Belvedere

PD Shipping & Inspection Ltd

Berwick

Berwick Harbour Commission

Birmingham

Pan Line Ltd

Bristol

Osprey Shipping Ltd
Wessex Shipping Ltd

Cardiff

Bay Shipping Ltd
Cargo Services (UK) Ltd

Dover

George Hammond PLC

Dundee

Kinnes Shipping Ltd

Ellesmere Port

Quality Freight (UK) Ltd

Falmouth

Falmouth Petroleum Ltd

Felixstowe

China Shipping (UK) Ltd
Grange Shipping Ltd
VM Liner Ltd

Glasgow

Henry Abram & Sons Ltd

Goole

Danbrit Shipping Ltd

Grangemouth

W. Knight Watson & Co Ltd

Hull

Dan Shipping & Chartering Ltd
J R Rix & Sons Ltd
Jenkins Shipping Co Ltd
John Good Shipping Ltd
Leafe & Hawkes Ltd
Lockwood Shipping Ltd
Thos. E. Kettlewell & Son Ltd
Yorkshire Shipping Ltd

Immingham

Carlbon Shipping Ltd
DFDS Tor Line PLC
Eimskip Ltd
Graypen Ltd
PD Port Services Ltd

Ipswich

Clarkson Port Services Ltd
MSC (UK) Ltd

King's Lynn

Read & Sutcliffe Ltd

Kirkwall

John Jolly (1978) Ltd

Liverpool

ACL (UK) Ltd
CMA CGM (Shipping) Ltd
S C Chambers & Co Ltd
Warrant Group Ltd

London

Baltic Exchange (The)
Braemar Seascopes Ltd
Chamber of Shipping (The)
Clarksons PLC
E A Gibson (Shipbrokers) Ltd
Galbraiths Ltd
Greek Shipping Cooperation
Intercargo
Kennedy Marr Limited
Maersk Co Ltd (The)
O'Keeffe & Partners
Sequana Maritime Ltd
Simpson, Spence & Young Ltd
Tata Steel UK Ltd
Zela Shipping Co Ltd

Middlesbrough

Casper Shipping Ltd
Cockfield Knight & Co Ltd
LV Shipping Ltd

New Holland

New Holland Shipping Ltd

Newcastle

G.T. Gillie & Blair Ltd

Newport

TU Agencies Ltd

Northfleet

Seacon Terminals Ltd

Par

Imerys Minerals Ltd

Penarth

Harvest Agency Services Ltd

Plymouth

Victoria Wharves Ltd

Portsmouth

MMD (Shipping Svcs) Ltd

Ripon

International Marine Survey Ltd

Rochester

Armac Shipping Services Ltd
Intrada Chartering Ltd

Rochford

Active Chartering Ltd

Runcorn

Frank Armit & Son Ltd

Scunthorpe

Flixborough Wharf Ltd

Shoreham-by-Sea

Lacy & Middlemiss Ltd

South Shields

NSA UK Ltd

Southampton

Denholm Wilhelmsen Ltd
Inchcape Shipping Services Ltd
Wainwright Bros & Co Ltd

Spalding

C.RO Ports Sutton Bridge Agencies

St. Peter Port

Allied Coasters Ltd

Stallingborough

Selvic Shipping Services Ltd

Stockton on Tees

GAC Shipping (UK) Ltd

Teignmouth

Pike Ward Ltd

Tilbury

Cory Bros Shipping Agency Ltd

Upminster

Thurley & Co Ltd

Warrenpoint

Anley Maritime Agencies Ltd

Warrington

EMR Shipping Ltd

Non-UK liaison office

Douala

NGA Marine Services Ltd

Geneva

SGM Shipping Services SA

Georgia

Assa Trans Caucasus

Limerick

Argosea Services Ltd

Mullock & Sons Ltd

Lome, Port De Peche

Oil & Marine Agencies Ltd

Nicosia

Spanaco Shipping Services Ltd

Oslo

INTERTANKO

Singapore

Moore Stephens LLP

New Asia Shipbrokers Pte Limited

