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- Who's who 2016

- Branch Annual General Meeting



Chairman's Welcome

Welcome to the inaugural edition of the East Anglia Branch of the Institute of Chartered Shipbrokers newsletter.

As you are no doubt aware our branch covers a vast geographical area. Whilst there is a pocket of members / fellows in and around Felixstowe there are a number of you that are further afield.

For this reason it can be difficult to engage with you all. It is hoped that the production of a quarterly newsletter will keep you all up to date with branch activities and local news items that you may find of interest.

We welcome any and all input and if you would like to contribute an article or suggestion please email eastanglia@ics.org.uk

Other Highlights:

Membership

- Branch Annual Event 2016
- Seminar on Container Weighing 5 May 2016

Education

- Examinations 2016

Local News

- Great Yarmouth

Who's who in 2016

Here are the new Branch representatives elected at the last AGM in January 2016

Chairman – Catherine Jackson FICS

Vice Chairman – John Foord FICS

Secretary / Treasurer – John Grange FICS

Membership – Sam Davis FICS

Social Events / Assistant Secretary - Glynis Preston FICS

Education – Catherine Jackson FICS

Branch Committee

Adrian Shafto FICS

Mike Wackett FICS

Mike Southgate MICS

Adam Dewar MICS

Branch Annual General Meeting

Excellence in the Branch



Laura Beckett of MSC at the ICS Prize Giving Ceremony held in October 2015 at Trinity House in London

If you haven't received the minutes by the time you read this you should receive them shortly.

On the 25th January 2016 the branch held its AGM at the Brook Hotel in Felixstowe.

The usual formalities for the AGM were observed, matters from previous minutes were discussed, along with the accounts, controlling council report, annual business dinner and nomination of officers.

It is pleasing to note that we held a successful exam season. Laura Beckett of MSC, achieved a distinction

and the Cory Bros prize for Port Agency in the April 2015 examinations.

Additionally, Christopher Warner of Adam Chartering Ltd, passed his final exam for membership in November 2015. Well done to all!

Due to events beyond our control, notably the play offs for Ipswich Town FC, we had no choice but to cancel last year's annual dinner.

Different options for 2016 were discussed and details were to be reviewed.

Branch Annual Event 2016

Membership

Given the problems that were experienced with last years dinner, it was decided to look at alternatives for 2016.

We looked at a number of different options and I'm pleased to advise that on 17th June 2016 1800hrs we will be setting sail from Ipswich Wet Dock for our Summer River Cruise on the Orwell Lady.

The river cruise will take approx. three and a half hours during which time the Orwell Lady will sail down the River Orwell to Harwich and Felixstowe ports and return back up river to Ipswich. Expected time back at Ipswich about 10pm so those who wish to party on can do so.

The Orwell Lady consists of an open upper deck and an indoor saloon and there is a licensed bar on board. Entertainment and fine food will be included on board during the cruise. As this is a relaxing evening 'smart casual' dress code will apply.



We expect this event to be over-subscribed and tickets will be on a first come first served basis. Tickets are priced at £35.00 per person.

Pleased to advise that this event is now sold out.

Seminar

The East Anglia Branch is delighted to invite you to the breakfast seminar on Container Weighing - *SOLAS VI Regulation 2 Verified Gross Mass*. This regulation affects many within our region with a number of companies that have been spoken to wishing to have clarity on the matter.

Seminar will be held 5th May 0800hrs for 0830hrs start at the Orwell Hotel, in Felixstowe.

Education

Examinations 2016

Examinations will be held between the 11th and 21st April 2016. Exams will once again be held in China Shipping House, Felixstowe.

If you require any assistance in the run up to exams please do not hesitate to contact us and we will do our utmost to help.

Great Yarmouth proves it's not all about containers in our region

Mike Wackett FICS



With the UK's biggest container port at Felixstowe within the East Anglia Branch and the major trunk roads full of trucks laden with multi-coloured boxes you could be forgiven for thinking that the region was just about container shipping.



In fact to the contrary, plenty of general cargo and other shipping sectors thrive in our East Anglian ports and the surrounding areas.

For instance; to the north of our Branch the Norfolk port of Great Yarmouth is celebrating its selection earlier this year as the port for construction and installation activities for ScottishPower Renewables' £2.5bn East Anglia ONE offshore windfarm.

Up to £5 million will be co-invested, allowing the facility at Great Yarmouth to be ready to support activities for the 102 turbine windfarm in 2018/2019.

The news is a big boost to the seaside port town, the community and its new owners Peel Ports.

Members will recall Great Yarmouth's trials and tribulations and false dawns of past years, but by concentrating on its traditional business as well as gearing up for the offshore windfarm energy sector, 'Yarmouth' is back on track.



For many Great Yarmouth is associated with the ill-fated, and some would say ill-judged, attempt a few years back by its then owners, in partnership with Singapore-based global port operator PSA, to set up a short sea and feeder container terminal at the east coast port.

Unsurprisingly the Great Yarmouth container terminal was not a commercial success – to put it mildly – and the promises of bringing 1,000 more jobs directly and indirectly to the town evaporated in the smoke and mirrors of the failed project.

The high hopes of a new container port at Great Yarmouth rather predictably became a 'white elephant' and in 2011 the two ship-to-shore gantry cranes – which although unemployed had become a landmark in the town – were unceremoniously removed and sold to a PSA affiliate as "unused".

The show was over for the container dream and it meant that Great Yarmouth had to dust itself down and pick up the pieces of its core business.

This constitutes a wide range of general cargo and project cargo handling that includes: aggregates, cement, grain, fertilisers, forest products, dry and liquid bulks, pipeline and onshore wind farm equipment.

And then in 2015 along came Peel Ports, the UK's second-biggest port operator, with its energy and diversification ambitions, but importantly with deep pockets and a long-term strategy.

In December last year Peel Ports completed on a deal to acquire Great Yarmouth Port Company (GYPC) from International Port Holdings for a reported £50 million.



Mark Whitworth, chief executive of Peel commented at the time: "Great Yarmouth is a welcome addition to our portfolio and will complement our business by providing geographical and commercial diversification."

Now GYPC is in the guiding hands of port director, Richard Goffin, a former financial controller at the business.

Mr Goffin has been with Peel for eight years, and prior to that his career included spells at Unilever, RBS and Birdseye.

On the East Anglia ONE contract Mr Goffin said that the new partnership with ScottishPower will "really strengthen our long-term plans to grow and diversify our offering in Great Yarmouth within the energy sector".

"Following the acquisition, we have been able to highlight the benefits that Great Yarmouth can offer to customers and with the support of a wider group, provide and attract inward investment which will enhance and transform our operations and facilities," said Mr Goffin.

When complete, East Anglia ONE will have a life span of 30 plus years and is planned to provide enough renewable energy to meet the annual electricity demands of 500,000 homes and businesses by 2020 – including those at Felixstowe's container port.

Verified Gross Mass Regulation

Seminar on SOLAS VI

5th May 2016, Felixstowe

The implementation of SOLAS VI.2 on 1st July 2016 is fast coming upon us.

A press release from FONASBA, who had recently conducted a study of member countries, highlighted areas of concern as below.

Of particular concern at this late stage is the revelation that in nearly 20% of the FONASBA members countries, the identity of the “designated authority” responsible for implementation and regulation of the SOLAS amendments has not yet been notified to industry. Furthermore, some 20 associations indicated that no guidance has been issued on the practical application of the measures in the country concerned. There is better news with regard to the identity of “the shipper” with almost all associations reporting that this will be the party notified in the bill of lading or the transport document.

Summarising the outcome of the survey, FONASBA’s President Designate and Liner & Port Agency Committee Chairman, John Foord FICS, said “It is staggering that with such a short time left before the amendments take effect, a significant number of countries had so far failed to take action at national level to ensure that the required measures would be in place on time.

The SOLAS amendment has been under development in IMO for four years so it is worrying that at this late stage ship agents, forwarders and shippers in many countries still lack appropriate measures to comply. As a supporter of the accurate verification of container weights since its initial proposal, FONASBA’s members have been proactive in working with their national authorities and the container transport chain to ensure the measures are in place in good time and it is frustrating that so little progress has been made in some member states”.



In terms of actually weighing the containers, many countries report that whilst method 1 (using a weighbridge) is expected to account for a significant proportion of all calculations, they also report that the weighbridges necessary to achieve this are few in number and often in poor condition. The cost of weighing the container varies widely, with figures from free of charge to € 400 having been quoted. Similarly for method 2 (calculating the weight by the sum of the parts), there is evidence that in many cases no provision has been made to ensure the process is regulated or undertaken in accordance with agreed principles.

This was one of the most important developments in maritime transport since the introduction of the container itself and the potential for significant disruption on 1st July (or even earlier in the case of some transshipment containers) was considerable, he added. The lines were adamant that containers presented for loading from that date would not be carried onboard their vessels without a certificate of verified gross mass and no amount of posturing by shippers or, in some cases national authorities, would change that.

If you have any queries or would like to contribute to the Branch Newsletter feel free to contact us at:

ics@grangeshipping.co.uk