



# N Institute of Chartered Shipbrokers ewsletter for Company Members

Issue 14 – Winter 2017



INSTITUTE OF  
CHARTERED  
SHIPBROKERS  
Federation Council



Promoting professionalism in commercial shipping

# Institute of Chartered Shipbrokers Newsletter for Company Members

Issue 14 – Winter 2017

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# Chairman's welcome

Andrew Dobson FICS

*Chairman of Federation Council, Andrew has worked in the Port Agency sector for more than 20 years. Andrew is a Fellow of the Institute of Chartered Shipbrokers.*

Welcome to the winter edition of the Federation Newsletter. In this edition we focus on the port of Hull and the exciting developments at Green Port Hull.

Port agents around the UK would be aware of the introduction of the CERS3 workbook so we have invited the MCA to clarify some of the common questions being asked by port agents. I hope you will find the article helpful.

November examination results were published on 16th February. Please help celebrate the successes of your friends and colleagues and continue to support and encourage those who have not yet completed their examinations. Please encourage students who have completed the Professional Qualifying Examinations and are eligible for membership to apply for membership so that they can continue their journey with the Institute.

Registration for the May examinations close on 3<sup>rd</sup> April so there is still time

to register. If you feel your studies need a boost then please don't forget the Institute also offers the acclaimed TutorShip programme and Prep weekend at Warwick University 6th-9th April. For further details please contact the Institute at enquiries@ics.org.uk.

In this edition we are also taking a look at the recently launched FONASBA (Federation of National Associations of Ship Brokers & Agents) and BIMCO new agency appointment agreement document. It is based on BIMCO's tried and tested box layout, and provides a simple yet clear and effective means of confirming the details of an agency agreement for an individual or short series of port calls. Many agency appointments are agreed on the basis of a telephone conversation or simple exchange of emails and this new form formalises that exchange by clearly setting out the details of both parties, the basis of the remuneration and, importantly, stating the responsibilities and obligations of the parties to

the agreement. Federation Council represent UK port agents and shipbrokers on FONASBA and our own John Foord FICS was the chairperson of FONASBA's drafting group and of course is now the FONASBA President.

Following on from the recommendations from last year's Federation Council AGM, I am very pleased to announce that the usual face to face Spring Federation Council meeting will be replaced with a series of seminars to assist port agents manage the many and varied risks that they face in their day to day operations. The seminars are free to all company members and I hope this will offer some tangible assistance to our company members conducting their business. Details of the seminar can be found on page 10. Federation Council members and head office staff will be attending so you can ask questions and discuss any points with them. I look forward to seeing you at one of the seminars.



## Dates for your diary

17 <sup>th</sup> March	South Wales and the West branch annual dinner, Cardiff
20 <sup>th</sup> March	<i>Walking a tightrope. How to balance the risks</i> , Federation Council Seminar, Newcastle upon Tyne
28 <sup>th</sup> March	<i>Walking a tightrope. How to balance the risks</i> , Federation Council Seminar, Liverpool
30 <sup>th</sup> March	<i>Walking a tightrope. How to balance the risks</i> , Federation Council Seminar, Tilbury
3 <sup>rd</sup> April	Institute Spring Exams deadline for registration
6 <sup>th</sup> -9 <sup>th</sup> April	Institute Spring PREP 2017, University of Warwick
27 <sup>th</sup> April	Liverpool Branch Annual Dinner, Liverpool
12 <sup>th</sup> May	North East of England 2017 Spring Dinner, Newcastle upon Tyne
22 <sup>th</sup> June	London & South East Branch Summer 2017 BBQ, London

# Your Federation Council

**T**he 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, DfT, Maritime UK, 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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## Company Member Logo

If you would like to add the company member logo to your webpage or to your stationery items, please do not hesitate to contact us for assistance.



# Federation Council representatives 2016/2017

## CHAIRMAN

Andrew Dobson FICS

## VICE CHAIRMAN

Steve Gillie FICS

GT Gillie and Blair Ltd

## COUNCIL REPRESENTATIVES

Michael Crager FICS  
Richard Willis FICS  
Alan Appleyard FICS  
Richard Sparkes  
Robert Churcher  
Seb Gardiner FICS  
John Grange FICS  
Andy Thorne  
Barry Stokes FICS  
Camilla Carlbom

Cory Brothers Shipping Agency  
LV Shipping Ltd  
Casper Shipping  
Clarkson Port Services  
Tamlyn Shipping  
Quality Freight  
Grange Shipping  
Kestrel Liner Agencies  
Clarksons Port Services  
Carlbon Shipping

## CO-OPTED

Paul Olvhoj  
Andrew Jamieson MICS

ITIC

## HONORARY MEMBERS

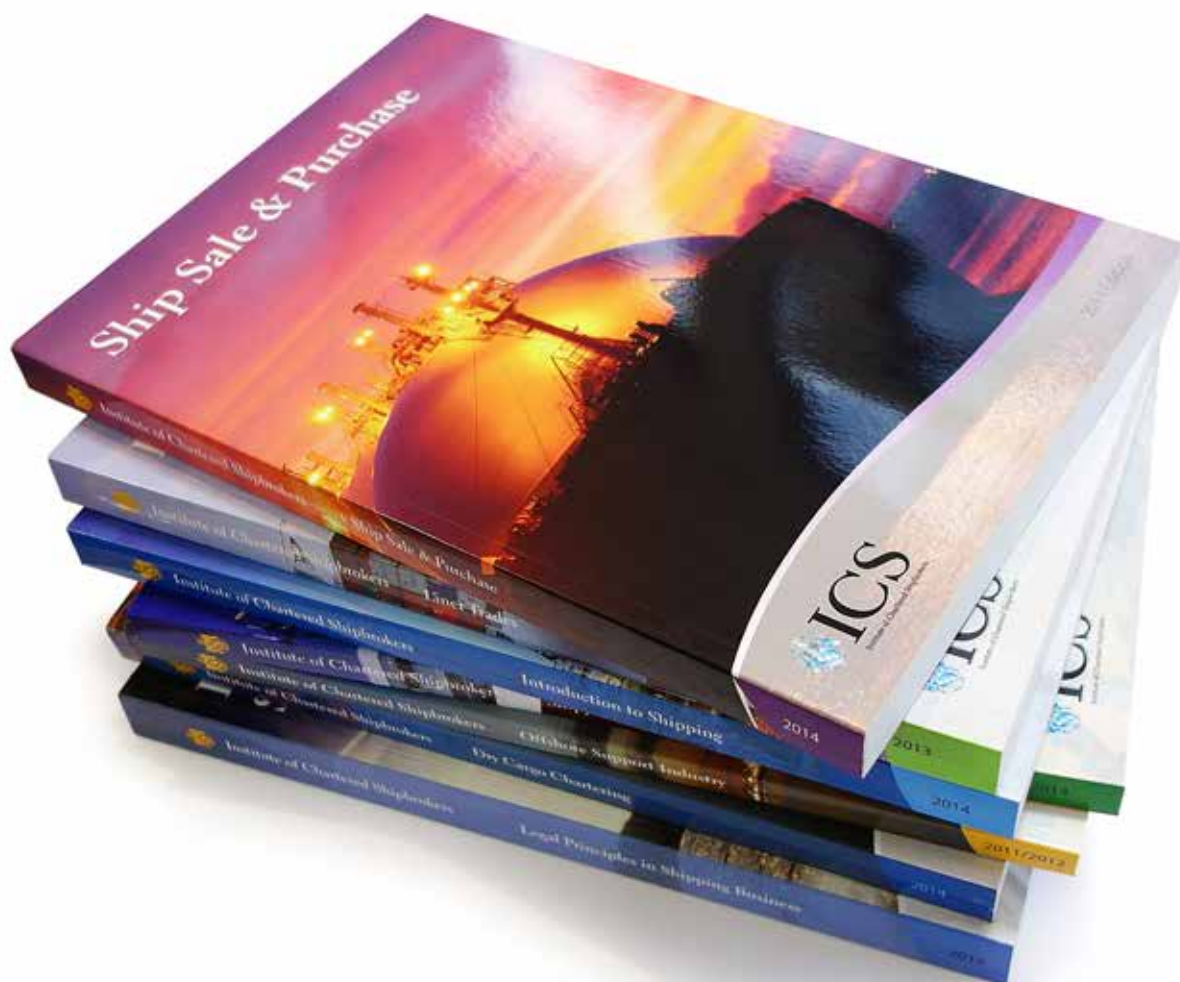
John Good FICS  
Charles Stride FICS

John Good & Sons  
Retired Fellow

## EX OFFICIO

Dr Parakrama Dissanayake 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](http://www.ics.org.uk/learning)

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



**INSTITUTE OF  
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SHIPBROKERS**



*Aerial view of the new Siemens wind power factory in Hull. Credits: Siemens*

**FOCUS**

## **Port of Hull**

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

# PORT

## Port of Hull

The port of Hull has a long and proud history serving the UK's shipping trade and a very bright future ahead of it as well.

King George Dock in Hull was built as a joint enterprise between two railway companies: the Hull and Barnsley and North Eastern. The dock was first proposed in 1898 but was originally opposed by the Humber Conservancy Board because it would change the flow of the estuary. The new dock was eventually designed by Sir Benjamin Baker and Sir John Wolfe Barry. Sir Benjamin Baker had previously helped design other large projects such as the Aswan Dam, the Forth Bridge and London's Metropolitan Railway. His partner Sir John Wolfe Barry also designed other Docks including Barry Dock in South Wales as well as other projects such as Blackfriars Railway Bridge and working on Tower Bridge in London.

The facility was opened by King George V on the 26<sup>th</sup> June 1914 and was the UK's first fully electric dock and was immediately the third largest in the UK after London and Liverpool.

Built to export coal from the mines of Derbyshire, Nottinghamshire and Yorkshire, the port of Hull also handled the import of pit props for the mines. In 1917 a silo was also built to hold grain and this remained operational until it was finally demolished in 2010.

When coal exports began to decline, the quays were used for shipping wool, meat, fruit, vegetables and perishable goods and as trade flourished the dock was enlarged using reclaimed land on to the south east of the dock. Queen Elizabeth II opened the extension – named Queen Elizabeth Dock – on 4<sup>th</sup> August 1969.

The modern Port of Hull is a tremendous example of diversification and a demonstration of how innovative investment can breathe new life into the shipping trade.

Skipping ahead to more recent times, the port of Hull has benefitted from significant investment by Associated British Ports in recent years, meaning the future for Hull as a shipping port looks very promising.

Stretched over 1,214 hectares, handling over 10,000 tonnes of cargo every year, and responsible for around 8,000 jobs for the local economy, Hull has a considerable mix of uses today.

P&O Ferries offer daily sailings from the Port of Hull to Rotterdam and Zeebrugge carrying approximately one million passengers per year. With four ferries in operation, Hull serves as the main passenger ferry link to the continent for the North of England.

Hull is the UK's leading port for softwood timber and also handles the widest range of paper and board products from Northern Europe, Scandinavia and the Baltic States.

The port also offers handling and storage for dry bulk cargoes including aggregates, agribulk, animal feed, cement, biomass, coal and chemicals. This has been boosted tremendously in recent times as in the last 18 months ABP have invested over £4 million in a purpose-built state of the art dry bulk storage facility. This pioneering warehouse, known by the unglamorous name of Shed 26, is being used to

This is one of the new cranes installed at the new Hull Container Terminal.



# FOCUS

In this issue our PORT FOCUS is Port of Hull

store biomass for use by Drax power plant. This is part of the major role ABP play in supporting regional jobs and supporting the energy needs across the UK. The facility can store up to 26,000 tonnes of cargo. As well as specialist fire protection measures including an incipient aspirating fire detection system, the warehouse also features internal LED lighting, wireless carbon monoxide and heat monitoring, an expanding foam fire suppression system, smoke extraction capabilities and an internal and external mist air system to control dust.

In the last year ABP has installed two new gantry cranes in Hull worth £10 million, which form part of ABP's £15 million state-of-the-art investment in its new container terminal at the Port of Hull. The terminal services Samskip and handles more than 9,000 containers per month from vessels discharging from Rotterdam, Tilbury and Grangemouth. The new 30-acre operation provides 39 jobs for people at the Hull Port. Alongside ABP's container terminal at it's sister port of Immingham on the other side of the Humber, the two terminals import and export a vast range of cargo with a portfolio as diverse as anything from cardigans to carburettors.

In recent years the Port of Hull has also gained an All-Weather Terminal. This new terminal offers constant working and over 10,000 sqm of covered storage. The great advantage of this is that ships can berth inside the covered area meaning that cargo which can be affected by wet or cold conditions can be safely unloaded and stored. This terminal is now in heavy use with metal coils for the automotive industry one of its main uses.

However perhaps the most celebrated recent investment at the Port of Hull is Green Port Hull.



(Above) Aerial view of Alexandra Dock prior to works starting.

(Below) Construction work on the Alexandra Dock site is progressing well and is on schedule for completion in early 2017.





Credit: Siemens PLC and Green Port Hull.

Since 2014, £310 million has been invested in Alexandra Dock in a partnership between ABP, Hull City Council and Siemens. ABP has invested £150 million into developing the land into a world-class hub for offshore wind manufacturing, assembly and logistics. This investment will help to provide up to 1,000 jobs for the regional economy.

At an event held at Alexandra Dock in December 2016, the first turbine blade was unveiled in front of customers and guests, including Secretary of State for Business, Energy and Industrial Strategy, The Rt Hon Greg Clark MP and Northern Powerhouse Minister, Andrew Percy MP.

The Siemens factory is located at Green Port Hull on the Port of Hull's Alexandra Dock. ABP Director Humber Simon Bird said: "The first turbine blade which we have seen manufactured at Siemens' factory at Alexandra Dock is the symbol of two years of hard work and investment by Siemens, ABP and Hull City Council."

**In 2014, Alexandra Dock was simply a site with the potential to be a home to a world-class facility for wind power manufacturing.**

Fast forward to today, and with ABP's £150m investment in this joint venture, the Siemens site is a thriving hub providing employment and economic benefits to Hull and the entire Humber region.

"As we continue to promote ABP's ports and the region as key players in

### **The Green Port Hull vision is to establish Hull and the East Riding of Yorkshire as a world class centre for renewable energy, creating wealth and employment for the region.**

By taking advantage of the Port of Hull's prime location in relation to the offshore wind opportunities in the North Sea the region is perfectly placed to capitalise on the UK's offshore wind industry. Green Port Hull is strategically located within 12 hours' sailing time from three major Round 3 wind farm zones

These attributes are the reason that Siemens chose Hull as the location to build its world-class offshore wind turbine blade manufacturing, assembly and servicing facilities that form the centrepiece of Green Port Hull.

The Siemens investment was the catalyst for the Green Port Hull vision as we work jointly to optimise the co-location advantages of the offshore wind supply chain.

As well as offshore wind there are major opportunities in biofuels, waste to energy, solar, wave and tidal power generation. The renewable energy sector will be the single biggest influence on the local economy for generations, creating thousands of new jobs along with a wealth of opportunity for local people and business.

The development is one of Siemens' largest-ever investments worldwide in manufacturing facilities. The factory has been delivered ahead of programme and within budget, with the new Hull workforce demonstrating rapidly their capability in world-class manufacturing and engineering.

The first turbine components have been dispatched by sea from Siemens' new offshore wind power facilities in Hull.

The Sea Challenger, a jack-up ship specially designed for installing offshore wind turbines, set sail with towers, blades and nacelles from the newly-constructed harbour at the Siemens site in Hull, signalling the start of the first project for the new facility.

The components for four turbines were destined for the Dudgeon offshore wind farm off the Norfolk coast, which is 8-10 hours steaming time from the Humber estuary. The Sea Challenger carried 5,000 tonnes of components and associated equipment to Dudgeon in the first of many return voyages between the harbour and wind farm.

Siemens is using the Hull site and the harbour, which is built on land reclaimed from the Humber, as the pre-assembly and loadout hub for the Dudgeon wind farm. The project will involve towers, nacelles and blades being shipped into Hull to be brought together for Dudgeon.

The event is another major milestone for the Siemens development, coming just a month after production of the first of hundreds of blades to be manufactured every year at the factory which is the centerpiece of the site.

Over the next few months Siemens will supply 67 turbines to Dudgeon, which is a £1.5bn project to harness offshore wind to power more than 410,000 UK homes. Through the joint venture company Dudgeon Offshore Wind Limited, the 402MW offshore wind farm is owned by leading Norwegian energy companies Statoil and Statkraft and Masdar, an international investor in renewable energy and sustainable technology based in Abu Dhabi, United Arab Emirates.

The wind farm is located 20 miles off the seaside town of Cromer in Norfolk and is scheduled to be completed and fully commissioned by late 2017.

Finbarr Dowling, Siemens' Hull Project Director, said: "With the first loadout and shipment

**By taking advantage of the Port of Hull's prime location in relation to the offshore wind opportunities in the North Sea the region is perfectly placed to capitalise on the UK's offshore wind industry.**

*Credits: Associated British Ports, Humber*

from our newly-constructed harbour we now have the core elements of a globally-unique offshore wind power hub all operational.

"It's exciting to see our vision to develop a world-class hub for wind power manufacturing and logistics becoming a reality, with blade production ramping up in the factory and the new harbour busy with pre-assembly and loadout work."

Barry Denness, Head of Port of Operations for Siemens in Hull, said: "This is the first of many offshore wind farms we will service from this site and it's another great milestone.

"It's the culmination of years of development, planning and preparation and the operation has all gone very smoothly. It's fantastic to see the Sea Challenger sail up the Humber, with the first turbines loaded out from this site, and really exciting for everyone who has been involved in making this happen."

The landmark moment made for a dramatic sight as the huge, 14,400 tonnes Sea Challenger lowered itself into the water and steamed up the Humber watched by Siemens' offshore personnel.

The Sea Challenger is owned by A2SEA, which maintains and operates some of the offshore wind industry's most sophisticated vessels and equipment specially designed for turbine installation.

The first loadout from Hull will be followed soon by delivery of the first blades manufactured at the factory on the site. From May these will be shipped with other components to DONG Energy's Race Bank wind farm off the Norfolk and Lincolnshire coast.

Siemens and partner Associated British Ports have invested £310m to create world class and world scale wind power manufacturing and logistics operations at Alexandra Dock in Hull.

The Siemens site in Hull will employ 1,000 people once it is fully operational later this year. It is one of Siemens' largest investments worldwide in manufacturing facilities and is Hull's biggest-ever inward investment.

the Northern Powerhouse, we look forward to working with the sector to further transform the Humber into a hub for the offshore wind industry."

At the event, Hull City Council Leader Cllr Steve Brady said: "With this world-class facility coming fully into production, Hull will be firmly at the centre of a new industrial era as we embrace the opportunities of the low-carbon economy.

"Importantly, hundreds of local people will have high-quality employment within a company with a global reputation for manufacturing and technological excellence."

The wind power factory at Alexandra Dock will manufacture turbine blades for Siemens' 7MW and next-generation 8MW turbines. They will be among the first supplied to DONG Energy for the Race Bank wind farm off the Norfolk and Lincolnshire coast.

Construction on the Alexandra Dock only started two years ago. In that time, the site has been transformed into a world-class offshore wind hub.

The Alexandra Dock site is still being developed, with construction of a new harbour for pre-assembly and load out of wind turbine components continuing into 2017.

The combination of all these investments, which are now all operational in this, the year that Hull is the UK City of Culture shows what great confidence there is in Hull and the wider Humber area for the future.



# WALKING A TIGHTROPE HOW TO BALANCE THE RISKS

THE MUST-ATTEND TOPICAL UPDATE FOR PORT AGENTS  
ON THE CHANGING NATURE OF RISKS & COMPLIANCE

The Institute of Chartered Shipbrokers Federation Council is proud to present this series of seminars to help port agents manage some of the risks they encounter.

Each two hour seminar will be followed by networking drinks.

To register please email your name, company name and the seminar location that you wish to attend to:  
**federation@ics.org.uk**

Seminars are free to company members, individual members and registered students. Non members are welcome to attend.

Tickets for non members are £90.00 each.



## TOPICS:

- Changing regulatory requirements - NMSW & CERS
- Managing information from the ship/ship owner
- Obtaining funds from principals
- Immigration - crew, stowaways and smuggling
- Reporting an accident - Agent responsibilities
- Maritime accidents - the role of the Agent
- Loss prevention and fraud

## KEY SPEAKERS INCLUDE:

- Melanie Daglish MICS, ITIC
- Capt. Jae Jones, Marine Accident Investigation Branch
- Senior representative, Border Force

## DATES:

**20th March, 16.00, Newcastle, HMS Calliope**  
South Shore Road, Gateshead NE8 2BE

**28th March, 18.00, Liverpool, Mersey Maritime**  
3 Vanguard Way, Birkenhead CH41 9HX

**30th March, 18.00, Tilbury, London Cruise Terminal**  
Leslie Ford House, Tilbury Freeport, Essex RM18 7EH



# Port Agent Apprenticeship Scheme

The Institute is facilitating an employer trailblazer group to develop a UK Port Agent Apprenticeship scheme.

Finding and keeping high quality staff within a tough business environment is a challenge faced by most, if not all, port agency companies regardless of company size or location. Federation Council has debated this issue at a number of our meetings, trying to identify how best to support our members. As a Council within the Institute of Chartered Shipbrokers, our emphasis has always been on the qualification and examination of skills and knowledge, not the teaching or mentoring needed to prepare young agents to be competent and productive in their role.

We realise that we need to support our members by offering short courses on key activities (for example the collection of light dues) but also in a more fundamental and directed way. Therefore, we're delighted to be developing a national apprenticeship scheme for port agents.

The project will support employers through subsidised training and employment and also in the provision of defined training and skills to new employees (and may even apply to current employees who can be moved onto apprenticeships).

The Expression of Interest has now been lodged with the Department for Education. As part of the assessment process the Express of Interest was placed online for one week by the Department for Education to give interested parties an opportunity to comment on the proposal.

All UK company members were sent the link and asked to complete the survey to support the Port Agent



Apprenticeship proposal and encourage any relevant contacts to do the same.

The Institute can't shape an apprenticeship standard that will be fit-for-all without the input of our company members. In fact, there is still time to volunteer to be a 'trailblazer company'.

**As a trailblazer you will be key to developing the apprenticeship standard and assessment, working in partnership with the Institute throughout the project.**

Our shared goal is by late 2017, we will have in place an apprenticeship standard that is truly employer led, and that meets the needs of all employers, of our sector and the maritime services industry more widely.

If you are interested in joining our trailblazer group or simply want to find out more about the apprenticeship scheme then please email: **[federation@ics.org.uk](mailto:federation@ics.org.uk)**

# FONASBA and BIMCO Launch New Agency Appointment Agreement

Sample copies of the contract may be downloaded free of charge from the BIMCO website at [www.bimco.org](http://www.bimco.org) or the FONASBA website at [www.fonasba.com](http://www.fonasba.com).

Editable word copies can be accessed via BIMCO's online contract editor IDEA.

*Credits: FONASBA and BIMCO*

**F**ONASBA and BIMCO are pleased to announce the launch of a new Agency Appointment Agreement document. This new form, which is based on BIMCO's tried and tested box layout, provides a simple yet clear and effective means of confirming the details of an agency agreement for an individual or short series of port calls. Many agency appointments are agreed on the basis of a telephone conversation or simple exchange of emails and this new form formalises that exchange by clearly setting out the details of both parties, the basis of the remuneration and, importantly, stating the responsibilities and obligations of the parties to the agreement.

The agreement was drafted over a period of some eight months by a small group comprising senior members of FONASBA and BIMCO. After completion, the document was presented to, and approved by FONASBA's Council at its London Annual Meeting in October 2016 and BIMCO's Documentary Committee at its meeting in Copenhagen the following month. With the formal approval of both organisations, the document is now ready for use by ship owners, ship operators and ship agents worldwide. It can be obtained from FONASBA's website ([www.fonasba.com/documentation](http://www.fonasba.com/documentation)) or through BIMCO's IDEA system (<https://www.bimco.org/Contracts-and-clauses/IDEA>).

John Foord FICS, chairperson of FONASBA's drafting group (and now the Federation's President) said that the new form would bring clarity and certainty to the process of appointing agents and ensure that both parties are fully aware of their responsibilities and obligations. He said FONASBA would be urging its national associations to encourage the widest possible use of the new form amongst their member companies.

Han van Blanken, chairperson of the BIMCO team said "Our objective was to devise a comprehensive, but easily understood, framework contract for use when making port agency appointments, particularly in bulk and tramp trades. I am pleased to say that working with an experienced group of shipping professionals we have achieved that aim and I have every confidence that the new contract will quickly be accepted as the industry standard."

## Key principles

The Agreement provides a set of standard provisions for appointing an agent for a "one-off" port call. It is therefore expected to be used mainly in tramp trades for agency representation or where ship-related services are required.

The content takes account of the move towards separation of functions where ships today may be owned, operated and managed by separate entities. This has had a significant impact on agency arrangements and relationships. An operator might appoint an agent to

undertake commercial functions but has no authority to give instructions for other services. However, a request during the port call from owners or managers for ship's husbandry can lead to disputes about the extent of the agent's contractual relationship, obligations and remuneration.

In order to address this issue, the term "Principal" is used to define the Agent's contracting counterparty. Principal includes owners as well as operators, charterers and managers. Services to be provided, as the basis of the relationship, are for agreement from a non-exhaustive list together with the agent's remuneration. The provision of, and remuneration for, additional services will be for separate agreement between the parties.

Nevertheless, a Principal is not required to use the Agent for other services. This situation might arise, for example, at a terminal or wharf where an in-house agent is nominated for cargo handling operations. However, the Principal is not prevented from entering a separate agreement with a different agent for ship's



# World Maritime Day 2017: Connecting ships, ports and people

*Credit: International Maritime Organisation*

husbandry or protecting services. Equally, an Agent appointed by an operator for cargo handling matters might receive a separate appointment from the owners or managers for vessel-related functions.

There is an increasing move away from acceptance by suppliers and service providers of orders placed “as agent only”. Nevertheless, the relationship under the Agreement between the Agent and Principal is at all times one of agency. The Agent therefore has authority to place orders as agent for the Principal. An order may be placed with the supplier or service provider either in the name of the Principal (where the Principal will be directly responsible to the supplier or service provider) or in the name of the Agent (in which case the supplier or service provider may look to the Agent for payment).

Other provisions in the Agreement include financial arrangements covering agent remuneration and payment of disbursements, respective party responsibilities and obligations, liability and dispute resolution procedures.



The importance of coherent and connected development across all maritime sectors will feature strongly in IMO's work this year, as the Organization focuses on its World Maritime Day theme “Connecting ships, ports and people”.

The theme for 2017 was launched by IMO Secretary-General Lim during a visit to Felixstowe, the busiest container port in the United Kingdom.

“Throughout the year, we will highlight the importance of ‘joined-up’ maritime development across all sectors, both from a policy and a practical perspective. The benefits of a free and efficient flow of goods and trade extend far beyond the ships and ports themselves,” Mr. Lim said.

“As a UN agency, IMO has a strong commitment to helping achieve the aims of the Sustainable Development Goals. Shipping and ports can play a significant role in helping to create conditions for increased employment, prosperity and stability through promoting maritime trade. The port and maritime sectors can be wealth creators, both on land and at sea,” Mr. Lim said.

During a tour of the port led by Mr. Clemence Cheng, Chief Executive Officer of the Port of Felixstowe and Managing Director of Hutchison Ports Europe, Mr. Lim witnessed port operations at first hand, observing the clear link between ships and ports and the people that operate them.

He also spoke to crew on board the container ship Munkebo Maersk about the significance of the World Maritime Day theme for seafarers as well as for the wider public, the people who depend on shipping for most of everything they need and want.

Mr. Lim noted that the theme for 2017 would enable IMO and the wider

maritime community to shine a spotlight on the existing cooperation between ports and ships to maintain and enhance a safe, secure and efficient maritime transportation system.

“Ultimately, more efficient shipping, working in partnership with a port sector supported by governments, will be a major driver towards global stability and sustainable development for the good of all people,” Mr. Lim said.

He encouraged IMO Member States and wider stakeholders in the maritime community to join in with activities and initiatives under the World Maritime Day theme for 2017: “Connecting ships, ports and people”.



During a visit to the port of Felixstowe, IMO Secretary-General Lim (left) discusses the World Maritime Day theme for 2017 - Connecting ships, ports and people - with Mr. Clemence Cheng, Chief Executive Officer of the Port of Felixstowe and Managing Director of Hutchison Ports Europe.

# The Marine Accident Investigation Branch

**1800 incidents are reported to the Branch each year.**

*Credits: Marine Accident Investigation Branch (MAIB)*

**T**he Marine Accident Investigation Branch (MAIB) was established in 1989 following Lord Justice Sir Barry Sheen's report into the Herald of Free Enterprise accident. Since the Branch's formation in 1989, its purpose has not changed.

The MAIB exists solely to investigate marine accidents to establish the cause and circumstances of the accident with the aim of improving safety at sea and the prevention of future accidents through the promulgation of information.

The apportion of blame and liability is avoided as far as possible except where omissions or errors must be included in order to achieve the fundamental objective of the Branch. It sounds such a simple objective and yet the whole concept is totally based on co-operation of stakeholders and the maritime industry at large.

As part of the Department for Transport (DfT), the MAIB is often confused with its colleagues, the Maritime and Coastguard Agency (MCA). Setting aside the fact that the two organisations share the same address, but not offices, in Southampton, the MCA differs from the MAIB in a number of ways. The MCA is an executive agency of the DfT; the MAIB is actually part of the DfT. However, the MAIB, just like the Air Accidents Investigation Branch (AAIB) and the Rail Accident Investigation

Branch (RAIB), has an independence that ensures a neutral investigation is conducted into any accident. In addition, to ensure the transparency and accuracy of investigations conducted by the Branch, the MAIB's Chief Inspector reports directly to the Secretary of State. The MCA is the regulator for the United Kingdom Flag; the MAIB by contrast does not enforce regulation, it simply gives an opinion on the effectiveness of regulations that are applicable to an accident.

## **Who are the MAIB?**

The MAIB is a relatively small organisation with just 35 staff. The inspectors are the operational side of the Branch. Usually a team of two inspectors will attend an accident scene but on occasion they will be assisted by the technical team, health and safety advisor and other staff. MAIB inspectors hail from three disciplines: deck, engineering and naval architecture, both from the Merchant and Royal Navy. The inspectors' powers and the framework for reporting and investigating accidents are set out in the Merchant Shipping Act 1995. The current legalisation that places the framework into effect is the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 and requires the MAIB to be notified of reportable incidents. This includes accidents from the leisure, inland waterways, fishing and merchant fleets for vessels that are either UK registered or within UK waters. It leads to an interesting and extremely variable mix, with some 1800 incidents being reported to the Branch each year.

The European Directive for accident investigation takes into consideration the IMO Casualty Code and seeks to ensure that marine accident investigation by each member (flag) state meets or exceeds a minimum standard. An MAIB deployment to an accident site will result in a report: either a "full investigation" report or a



The MAIB has a report line that is manned 24/7 or a report form can be accessed on the Branch's website and either filled out online or downloaded and posted.



shorter, more concise report. All of the MAIB's published reports can be found on its website: [www.gov.uk/maib](http://www.gov.uk/maib).

### **The reporting process**

An investigation can only be started if the MAIB is actually notified of an accident in the first place. It does sound rather obvious but it is a vital first step of the investigation. While the Merchant Shipping (Accident Reporting and Investigation) Regulations 2012 contains information as to what types of accidents should be reported and by whom, omitting to report an accident is more than non-compliance. It is a lost opportunity to learn the safety lessons of that accident and also to prevent a recurrence of that accident. Regardless of the reporting requirements, a marine accident may be reported to the MAIB by anyone; it can even be done anonymously. The important thing is that the MAIB is informed. So if in doubt, report it!

Reporting an accident itself could not be simpler. The MAIB has a report line that is manned 24/7 or a report form can be accessed on the Branch's website and either filled out online or downloaded and posted.

### **The on-site evidence collection**

Access to vessel and crew is of course important, and MAIB inspectors rely

on the co-operation of port agents, and similar experts, to assist them. The MAIB is acutely aware that when an accident has happened there are a number of factors at play. Specifically, those involved in the accident - whether it is a grounding, a crane collapse or a pollution incident, for example - will view the MAIB's arrival as

“one more thing” that has to be dealt with. Although understandable, the MAIB is definitely not there to add to the pressure or anxiety of the master/ chief engineer/ crew or company. In fact, as former seafarers, MAIB inspectors do understand the concerns and pressures that the crew may be experiencing and will work with the ship's crew, port authorities and other organisations to complete a thorough but timely evidence collection.

As accident investigators, the MAIB must establish the facts of the case in order for correct analysis and conclusions to be made. In this day of the “blame culture”, this may sound like a party line; however, the MAIB really does treat each case separately and in complete confidence. It is human nature not to expose one's own failings, but if we can learn from the less serious accidents then it is possible that the more serious accidents can be avoided.



# The Consolidated European Reporting System (CERS)

*Credits: Richard Jackson, Maritime Surveillance Manager,  
Maritime & Coastguard Agency*

In October 2010 the European Directive on Reporting Formalities, often known simply as the FAL Directive, came into force. The vision behind FAL is the harmonisation of a master's reporting obligations as they arrive and depart ports in Europe. This raft of information would be streamed through a single window using a set of universal forms to capture all the information and provide it to SafeSeaNet (SSN), the European Maritime Safety Agency's (EMSA) central repository for all this data.

Fast forward to 2017 and the UK, along with many other European states, is finding that implementing the vision in practical terms is not always the easiest thing to do. The shipping industry in the UK is a vast machine with many moving parts, and many stakeholders each with individual needs. Many of you will be aware of single windows and CERS, and probably have some questions about what it means for you, at an operational level. I'll try and answer some of those questions here.

## **What is the difference between the Consolidated European Reporting System (CERS) and the National Maritime Single Window (NMSW), and why do we have both?**

CERS has been around since 2006 as the UK's conduit to SSN, capturing the information required by the Vessel Traffic Monitoring Legislation. It is accessed mainly by ports, which enter the data given to them by vessels before they enter into port (often via ship agents). Rather than disrupt this flow of information and build a new portal in the shape of a NMSW, it was decided to retain CERS as the UK's link to SSN, and develop it to capture the new requirements. The only exception is the crew and passenger information; this is not needed by ports, the Maritime & Coastguard Agency (MCA), or SSN, so a Border Force system was developed to become the NMSW and collect this information directly.

## **What are the new requirements for information collection under the FAL Directive?**

The FAL Directive didn't actually introduce any new reporting requirements, but it did lay down rules about how all the current information is collected. Previous submissions under different legislation, like the Pre Arrival Notification form (PANS) for security information, and the Waste Declaration Form, now have to be collected electronically in a set format dictated by EMSA, so it could be submitted to SSN. The other big impact is related to Hazmat information; while previously this had often been submitted as a PDF document attached or linked to by a URL, it now has to input electronically, so as to be 'machine readable'.

## **How should this information be submitted?**

The MCA has created a CERS Workbook, which is a single spreadsheet document that replicates and replaces current forms.

It has tabs for the vessel and voyage information, Security, Hazmat, and Waste. This should create several benefits in line with the original vision for FAL; by entering information into the vessel tab, it copies across to all the other tabs to avoid entering the same data more than once, and it can also be retained for subsequent voyages and resubmitted, as opposed to visiting a data entry portal multiple times over. All the information is also in one place, instead of several different forms. The Workbook can be passed to all those that require it, so the Port Facility Security Officer (PFSO) can still receive the Security information, and the port authority will get what they need for input into CERS. For the smaller ports it can be emailed directly to the port authority/VTS operations centre, and for those larger ports with ICT systems and online portals, it can be uploaded with the rest of the voyage information. Each individual port may do things slightly differently, but all will accept the same Workbook, and they can upload it to CERS by clicking a button, eliminating additional data entry and duplication of work.

## **Who is responsible for doing this? When does the new system start?**

The liability under legislation is with the master of the vessel, but in practice



# Bespoke training

## A Case study

*Credits: Union Maritime*

the ship agents will play a big part in submitting the Workbook to the port. The new system is already in place and several ports have been accepting and processing Workbooks since summer 2016. The final deadline for all ports to comply is 1st April, 2017. While we've seen a lot of hiccups in getting things working smoothly, the MCA is committed first and foremost to assisting ports, agents, and masters in getting this process to work. As Workbooks are uploaded to CERS, the team here will look at any errors and try to correct them; when they can't they'll get in touch with the agent and try to get the missing information from them. Over time, as everyone becomes familiar with completing the Workbook, we hope to see fewer errors in the original submissions. We've already been responding to feedback from industry; the original Workbook file size was too large for a lot of vessels to work with, so we've produced a stripped down version for use by those vessels who can't handle the full file.

Hopefully that has answered some of the key questions about the new CERS process. The MCA will continue to communicate with industry, through representative bodies like the Institute of Chartered Shipbrokers, as this process beds in over the course of the year. Feedback is always welcome, and as well as reaching us through the Institute, you can also drop me and the team a direct line at: [cers3@mcga.gov.uk](mailto:cers3@mcga.gov.uk)

Union Maritime is a UK based tanker owner and operator focusing on the global clean products and light chemical markets headquartered in London. Union Maritime needed a flexible partner to support the professional development of their in-house chartering and operations team. After discussion the Institute devised a bespoke fast-track solution involving its award-winning TutorShip distance learning, reinforced by a structured series of tutorials delivered at the company's offices by an expert subject tutor, participation at the PREP revision weekend, and culminating in examinations during November 2016. All exam candidates passed with flying colours and have been awarded the 'Advanced Diploma in Tanker Chartering' - a standalone qualification that also contributes 2 credits of the 7 required towards full professional qualification.

Engaging with employers to enhance professional standards through the provision of high-quality professional education and qualifications is part of the Institute's core mission. We understand that each organisation faces unique challenges and often a customised programme provides the best solution.

The Institute can provide fully customised professional development courses for companies upon request. By design these courses are entirely directed by the company and seek to impart the knowledge and expertise your staff require, drawing on a range of interactive resources.

The Institute specialises in courses for induction level training, right through to specialist support to assist with membership. From one day courses, to comprehensive programmes that

professionally develop employees over several years, the Institute is happy to work with you to identify and comprehensively support your company's requirements.

## UNION MARITIME

### The Process

By design every company is different and therefore every bespoke course is inherently unique. There are however some common elements in the process of developing a bespoke course.

The first step is to arrange a meeting and give us a brief on what you have in mind. From there we take away the information we have given you and come back with some options for you. When we establish which one is the best, we will submit a proposal to you for approval.

Once everything is ready to go, we'll provide you with a comprehensive outline including learning objectives for the course to ensure that your company is entirely happy with the content. From there an Institute approved lecturer will work to develop the course for delivery.

Most of our bespoke packages tend to be highly interactive. They seek to include (where appropriate) role plays, multi-media presentation, group activities, problem solving scenarios and formative assessment (informal testing to ensure participants are really learning).

Please contact us today for a free consultation without obligation at [enquiries@ics.org.uk](mailto:enquiries@ics.org.uk)

# FONASBA Quality Standard for Ship Agents and Brokers

*Credits: Andrew Dobson FICS, Chairman of Federation Council*

Federation Council Chairman Andrew Dobson FICS recently had the honour to present Steve Gillie FICS of GT Gillie and Blair Limited with their FONASBA Quality Standard certificate. GT Gillie and Blair Limited are the most recent company member of the Institute to be awarded the FONASBA Quality Standard. To date 24 company members have been awarded the FONASBA Quality Standard.

Launched in October 2007, the FONASBA Quality Standard is designed to assist ship owners and operators to identify those agents and brokers who demonstrate a tangible commitment to quality.

Working with an agent or broker displaying the FONASBA Quality Standard gives the customer peace of mind that they are dealing with a well run and reputable business.

The standard is awarded to those companies that are:

- A member of a FONASBA member association (Federation Council is the UK member association)
- Can prove their financial standing in accordance with the accounting laws of their country of domicile, including adequate and appropriate insurance cover
- Have made a firm commitment to professionalism and the ongoing education and training of their staff

Companies granted the standard are subject to a biennial audit by their

association. This audit is overseen by FONASBA to ensure that the required criteria are met.

## **Why does the industry need this standard?**

There is no international regulation governing who can and cannot be a ship agent or broker; yet ship owners entrust their highly valuable vessels and cargoes to companies whose financial probity or expertise is unknown. By providing the maritime industry with a robust, enforceable and practical Quality Standard, FONASBA has helped ensure that the activities, responsibilities and liabilities of agents and brokers are subject to scrutiny.



The company shall be bound by, and at all times act in accordance with, the FONASBA Code of Conduct and shall ensure that all its operations are carried out to the highest levels of professionalism and in accordance with all relevant national laws or regulations.

The company undertakes to ensure that all members of its staff are trained to the appropriate level and encourages staff to study for, and pass examinations based on the syllabi of recognised authorities or educational institutions.

The requirements of full company membership to the Institute meet the FONASBA Quality Standard making all full company members eligible to apply for the FONASBA Quality Standard.

*Any full company member interested in the FONASBA Quality Standard should contact; [federation@ics.org.uk](mailto:federation@ics.org.uk).*

*Andrew Dobson FICS (left) and Steve Gillie FICS (right)*



## In memory of Don Cameron FICS



*Don Cameron FICS*

I am very sad to report the passing away of Don Cameron after a short illness on 10<sup>th</sup> December at the age of 88.

After starting his career at sea with the Royal Navy and then in the Merchant Navy with Royal Mail Lines, he settled on land working with Klondyke Shipping in Hull, becoming a broker and prominent member of the local shipping community and of the Institute of Chartered Shipbrokers. Don was first elected to membership of the Institute in 1958 and subsequently promoted to Fellow and Life membership.

He joined Ohlsonship Ltd in the late 1960s and forged a successful career in timber chartering before moving to Leafe and Hawkes Ltd in 1972 to become Agency Manager; whilst continuing as their Deepsea Chartering Manager as well.

Don was happy to impart his in-depth knowledge of chartering, shipping law, charter parties and marine insurance by lecturing in shipbroking practice to students of the Institute examinations for many years, before retiring completely from business at the end of 1991 aged 63.

Don leaves his wife Brenda, two sons, three grand-children and four great-grandchildren, and will be very fondly remembered and sadly missed by all who knew him.

*Norman Hawkes FICS*

# From the UK Branches

News from all branches can be found at  
<http://www.ics.org.uk/news>

## Humber Branch hits 2017 running

The Branch took part in the Open Day organised by the Institute on 2<sup>nd</sup> February across over 22 centres worldwide. An encouraging number of students turned up at the event, hosted by Hull University Business School where they were welcomed by branch members, James Doyle FICS, Danny Carmichael FICS, Steve Melling MICS and Nick Allen (Student). The branch is working hard to promote the shipping sector as an exciting career option among young people throughout the Humber region.

In addition the branch is supporting two local students who will be attending the Institute PREP course in Warwick from 6<sup>th</sup> April. Hopefully they will succeed in their exams later in May.

On the membership side the branch organised yet another thriving annual dinner: this year marked the 60<sup>th</sup> anniversary of this important date in the calendar. The dinner was held at its traditional venue the Willerby Manor Hotel in Hull on Friday 3<sup>rd</sup> March. It was a success, with 252 guests attending from 16 companies and local shipping institutions.

Institute Vice Chairman Theo Coliandris FICS addressed the participants with a brief speech and congratulated the branch on its 60<sup>th</sup> anniversary and uniqueness being the only Branch actually named after the River it serves.



Local Branch Chairman James Doyle FICS then responded presenting two prizes this year to Ian Brodie of New Holland Dock (Matthew Good Award, Advanced Diploma) and Nick Allen of

Rix Shipping (Humber Branch Prize, highest single PQE mark).

The guests were then entertained by after-dinner speaker Gordon Sherry.

## Liverpool Branch launches new award

The Liverpool Branch Committee is to present a new award at its 2017 Annual Dinner for 'Local Contributor to Education'.

Education is a topic that is frequently mentioned by speakers at the branch's Annual Dinner. This, coupled with the recent international open days held by the Institute to promote education, gave the branch Committee the idea for this award.

Local companies are invited to enter by completing the branch's application form, which can be obtained from the branch secretary Roy Cooke FICS, at [roycooke7@icloud.com](mailto:roycooke7@icloud.com).

## North East of England Branch

The North East of England branch held its annual Tees Dinner on Friday 25<sup>th</sup> November at The Riverside Stadium, home of Middlesbrough Football Club. The night was a sell out with 220 people attending a formal black tie evening.

Guests were welcomed by the local branch of The Sea Cadets and our Chairman Richard Booth. The attached photos show Richard presenting Miss Victoria Parkin with The Branch Rose Bowl for her distinction she gained in Shipping Business, and he also gave a gift to Gerry Drewitt to mark his retirement as Tees Harbour Master.

After an excellent meal provided by



the catering team from Middlesbrough Football Club guests were entertained by Comedian Patrick Monaghan. A charity raffle raised over £2000 for the local Branch education and Sea Cadets funds with prizes kindly donated by members companies.

**Brian Livingstone FICS**  
Secretary, North East of England branch

# 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.

Please note that all Customs Information Papers issued are available directly from the Government website at: <https://www.gov.uk/government/collections/customs-information-papers--2>

Alternatively you can access them from the Institute website page at: <http://www.ics.org.uk/membership/knowledge-hub>

2017

Customs Information Paper 6 (2017)  
A new address for the National Clearance Hub

Customs Information Paper 5 (2017)  
Free circulation of goods to parts of the EU

Customs Information Paper 4 (2017)  
Union Customs Code (UCC)  
Reauthorisation triggers

Customs Information Paper 3 (2017)  
New address for sending Export Accompanying Documents (EAD) to HMRC

Customs Information Paper 2 (2017)  
New address for the Central Community Transit Office (CCTO)

Customs Information Paper 1 (2017)  
Tariff preference changes

2016

Customs Information Paper (16) 70  
New requirements for the importation of equipment pre-charged with HFCs

Customs Information Paper (16) 69  
Annual revalorisation of the Euro to pound sterling

Customs Information Paper (16) 68  
Raw Tobacco Approval Scheme

Customs Information Paper (16) 67  
Introduction of Registered Exporter System (REX)

Customs Information Paper (16) 66  
Power to search vehicles or vessels under Section 163 CEMA Power to use force

Customs Information Paper (16) 65  
Customs Examination Powers Amendment to Section 24 of the Finance Act 1994

Customs Information Paper (16) 64  
Formalities for the export of union goods from the UK

Customs Information Paper (16) 63  
Export Declarations-Free Circulation Goods bound for the Special Territories of the EU

Customs Information Paper (16) 62  
Any person involve in making entries to Inward Processing (IP) using the authorisation by declaration procedure

Customs Information Paper (16) 61  
Forest Law Enforcement Governance and Trade

Customs Information Paper (16) 60  
Customs Comprehensive Guarantee new status code for CHIEF

Customs Information Paper (16) 59  
Forms to use for a new deferment account

Customs Information Paper (16) 58  
Statistical threshold - sterling figure to apply for 2017

Customs Information Paper (16) 57  
Transfer of Residence (ToR) pre-import online application process for UK only

Customs Information Paper (16) 56  
Customs Comprehensive Guarantee (CCG) for potential debts.

Customs Information Paper (16) 55  
Union Customs Code (UCC).

Customs Information Paper (16) 54  
Anyone involved in the import of goods to, or the export of goods from, the UK.

Customs Information Paper (16) 53  
All those involved in international trade.

Customs Information Paper (16) 52  
Transport identification measures.

Customs Information Paper (16) 51  
Traders wishing to become Registered Exporters.

Customs Information Paper (16) 50  
Any operator who holds a full end use authorisation.

Customs Information Paper (16) 49  
All traders involved in international import and export trade, agents, freight forwarders, maritime and air carriers, Customs Service Providers and software houses.

Customs Information Paper (16) 48  
CFSP authorisation holders and their representatives.

Customs Information Paper (16) 47  
ETOES authorised to operate within the UK  
Customs Information Paper (16) 46  
Special Procedures authorisation holders authorised to use Article 513 to transfer goods.

Customs Information Paper (16) 45  
Importers involved in the importation of goods within certain codes under Chapters 32,35,37,39,59,84,85,88,90,91,93 and 95 for Information Technology Products.

Customs Information Paper (16) 44  
Inward Processing (IP) authorised traders who import goods subject to Anti-Dumping duties (ADD) and who also use equivalence

Customs Information Paper (16) 43  
All international trade economic operators and trade bodies, importers, exporters and shipping agents.

Customs Information Paper (16) 42  
Businesses moving goods in and out of the UK from the EU.

Customs Information Paper (16) 41  
Any person who imports to Inward Processing (IP) using the authorisation by declaration (simplified) procedure using Customs Procedure Codes 51 00 001, 51 00 003, 51 71 004.

Customs Information Paper (16) 40  
LVBI approved operators and their agents or representatives. All international trade economic operators and trade bodies, importers, exporters.

Customs Information Paper (16) 39  
All businesses who have, or are intending to apply for, AEO status.

Customs Information Paper (16) 38  
All businesses who have an interest in applying for a Customs Comprehensive Guarantee (CCG).

Customs Information Paper (16) 37  
Importers, Exporters, Freight Agents, and anyone using Inward Processing authorisation by Customs Declaration (simplified IP).  
User of the manual (paper) customs declarations (CIE) service.



# Federation Companies 2016/2017

List of company members with  
Federation Council

## UK liaison office

### Aberdeen

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

### Ardrossan

C.A. Mair (Shipping) Ltd

### Barrow-in-Furness

James Fisher Shipping Ltd

### Bedington

Cory Bros Shipping Agency Ltd

### Belfast

Hamilton Shipping Ltd  
Doyle Shipping Group (Belfast) Ltd  
Johnson Stevens (NI) 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

Denholm Wilhelmsen Ltd  
GAC Shipping (UK) Ltd  
W. Knight Watson & Co Ltd

### Hull

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

### Immingham

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

### Ipswich

Clarkson Port Services Ltd  
MSC (UK) Ltd  
Nidera UK Ltd

### King's Lynn

Read & Sutcliffe Ltd

### Kirkwall

John Jolly (1978) Ltd

### Liverpool

ACL (UK) Ltd  
CMA CGM (Shipping) Ltd  
Warrant Group Ltd

### London

Baltic Exchange (The)  
Braemar Seascope 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  
S5 Agency World Ltd  
Sequana Maritime Ltd  
Simpson, Spence & Young Ltd  
Zela Shipping Co Ltd

### Middlesbrough

Casper Shipping Ltd  
Cockfield Knight & Co Ltd  
LV Shipping Ltd

### New Holland

New Holland Dock Wharfingers Ltd  
New Holland Shipping Ltd

### Newcastle

G.T. Gillie & Blair Ltd

### Newport

Tata Steel UK Ltd  
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 Armitt & Son Ltd

### Scunthorpe

British Steel Ltd  
Flixborough Wharf Ltd

### Shoreham-by-Sea

Lacy & Middlemiss Ltd

### South Shields

NSA UK Ltd

### Southampton

Inchcape Shipping Services Ltd  
Wainwright Bros & Co Ltd

### St. Peter Port

Allied Coasters Ltd

### Stallingborough

Selvick Shipping Services Ltd

### Stansted

Kestrel Liner Agencies Ltd

### Teignmouth

Pike Ward Ltd

### Tilbury

Wijnne & Barends UK

### 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

Asa Trans Caucasus

### Limerick

Argosea Services Ltd  
Mullock & Sons Ltd

### Lome, Port De Pêche

Oil & Marine Agencies Ltd

### Nicosia

Spanaco Shipping Services Ltd

### Oslo

INTERTANKO

### Singapore

Moore Stephens LLP  
New Asia Shipbrokers Pte Limited



INSTITUTE OF  
CHARTERED  
SHIPBROKERS  
Federation Council



Promoting professionalism in commercial shipping