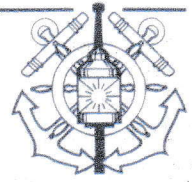


THE INSTITUTE OF CHARTERED SHIPBROKERS

(REPRESENTING SHIP BROKERS, AGENTS AND MANAGERS)

LIVERPOOL BRANCH



NEWSLETTER APRIL 2017

Annual Dinner

Places are still available for the Branch Annual Dinner, which will be held at the Crowne Plaza Hotel, St Nicholas Place, Pier Head, Liverpool, L1 8LW on Thursday 27th April 2017. Further information and a Booking form is available from our website at www.ics-liverpool.org.uk or contact Roy Cooke (email roycooke7@icloud.com)

Tables of 10 persons are priced at £700.00 however we will have places available for anyone who wishes to attend either on their own or as a small group and are unable to take a full table.

For our after Dinner entertainment we have booked Pete Emmett. Having started life entertaining at Halifax RLFC, his hometown club, he attracted the interest of some high profile clubs and was snapped up by Everton Football club and St Helens Rugby League Club, where he still works as corporate match day host. His versatility means not only can he perform stand up comedy but also host major events



Education

As you read this Newsletter please give some thought to the local students who are doing their final revision for the Institute's examinations. These will be held between the 8th and 18th May in the offices of Bibby Line Ltd, 105 Duke Street, Liverpool, L1 5JQ.

The Liverpool Branch will be holding an Examination Awareness Evening for all students on Wednesday 26th April 2017 in the offices of Bibby Line Ltd, 105 Duke Street, Liverpool L1 5JQ starting at 5.30pm.

We will have a member of the ICS Board of Examiners in attendance who will explain examination techniques and what the examiners are expecting from students.

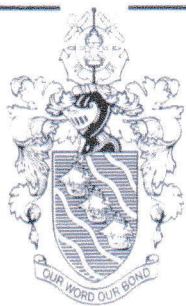
If you would like to attend would you please let us know by contacting the Secretary by email at roycooke7@icloud.com as soon as possible.

On behalf of the Branch Committee and all local Members we wish them all the best of luck.

Seminars

The Branch has recently been involved with 2 Seminars to promote education and the Institute

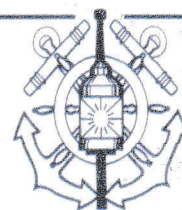
The first was at Liverpool John Moores University where Leif Ollivierre and Matt Gilbert from the ICS Head Office in London gave a talk to approx. 12 MSc and BSc students about the ICS and what exemptions they



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could qualify for if they took the ICS examinations. Dr. Charles Roberts from LJMU thanked Leif for his very informative talk.

The second was held at Mersey Maritime and was hosted by the ICS Federation Council. This was the second of a series of 3 seminars being held around the country to help Port Agents understand and manage some of the risks they might encounter in their Day-to Day business.

Melanie Dalglish MICS from the International Transport Intermediaries Club and Capt. Jae Jones from the Marine Accident Investigation Branch gave an entertaining and informative talk on their respective organisations and were happy to answer questions from the audience.

Robert Hill FICS, Head of Membership at the ICS, thanked the speakers and the audience for their attendance and invited them to stay for a few drinks.



Leif Ollivierre during his talk at Liverpool JMU

Diary date

The Branch will be holding a social evening on Thursday 29th June on board the recently renovated and restored steam tug Daniel Adamson whilst she is moored in the historic Albert Dock, Liverpool.

The evening will commence at 6pm with a drinks and canapés reception and there will also be a cash bar. The Daniel Adamson Preservation Society will have someone on board during the evening to answer any questions about the history of the vessel.

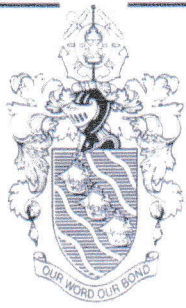
The cost for the evening will be £15.00 per head and bookings should be sent to the Branch Secretary whose details you will find at the end of this Newsletter.



Steam tug Daniel Adamson
© Alan Faulkner

Liverpool2 Container Terminal

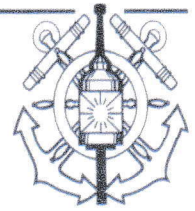
The largest containership to ever call at the Port of Liverpool arrived early March. The 6,552 TEU 'HS Paris' berthed at the new Liverpool2 deep-water container terminal.



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Previously, the Port of Liverpool's existing container terminal could only accommodate vessels up to 4,500TEU. The HS Paris is the first post-Panamax vessel to call at Liverpool following the phase 1 opening of Liverpool2 in November 2016.

Mark Whitworth, Chief Executive of Peel Ports Group, said "This is a huge milestone for Peel Ports and the Port of Liverpool. The whole team is delighted to welcome HS Paris to the city for the first time. While we have the capacity to handle vessels up to 20,000 TEU, smaller post-Panamax ships are still very much part of our overall strategy and it's essential that we can handle those too. We can now do that thanks to our £400m investment at Liverpool2, providing a shorted route to market for UK importers and exporters, which reduces their costs, congestion and carbon emissions. *Source: Peel Ports.*

New container service between Cork and Liverpool

BG Freight Line, a fully owned subsidiary of Peel Ports Group, is introducing a new weekly container service between Cork and Liverpool. This is the first time the two ports have been connected directly, with the service starting on Monday 27 March.

It is intended that the new route will offer greater opportunities for customers in the Republic of Ireland to make connections with the deep-sea services now calling at the Port of Liverpool, particularly from Canada, the east coast of the US and the Mediterranean.

Koert Luitwieler, Shipping Director at BG Freight Line, said: "This new service will create even more momentum

in Liverpool and was the last missing link in the connectivity between Ireland and Liverpool. Not only have a large number of cargo owners shown their interest in this route but also a number of deep-sea lines who see this as an opportunity to reposition empties to Cork."

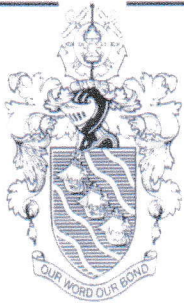


mv Thea II in the Manchester Ship Canal

© Alan Faulkner

The new service will also provide a quay-to-quay route for tank operators, and door-to-door opportunities into the North of England, Midlands and Scotland - regions previously only accessible via Dublin.

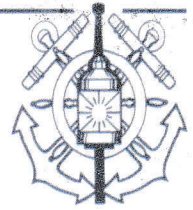
Andrew Allen, UK Operations Director of Hapag Lloyd said: "This new service provides our Cork-located clients with a viable and timely connection alternative for two of our Atlantic slings. It also provides us with an additional attractive option for the positioning and evacuation of equipment to and from Cork and surrounding counties." *Source: Peel Ports*



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Record year for containership scrapping

Containership scrapping continued its breakneck pace in 2016 and looks likely to break the 700,000 TEU mark before the year's end., according to the latest data from shipbroker Braemar ACM, as reported by industry news outlet The Loadstar.

Scrapping accelerated over the course of the year amid falling freight rates, as well as book rates and charter rates for containerships, spurred by rampant overcapacity. This has also resulted in the most active year on record in terms of carrier consolidation via bankruptcies, mergers and acquisitions, but analysts have questioned whether all this will be enough to restore the balances between supply and demand in order to push rates back up to a profitable level. *Source: American Shipper*

Cammell Laird says it plans to unleash an 'aggressive exports drive' in 2017 after one of its busiest years for commercial marine work, which saw it land the biggest shipbuilding project in the UK for a generation.

Cammell Laird CEO John Syvret said the winning of the £150million contract to build the Sir David Attenborough polar research vessel for the UK Government 'threw open' a new global market to build a range of high value polar vessels from research to cruise ships.

"Winning the Sir David has thrust the Cammell Laird brand back to where it belongs in the global super league of shipbuilding," he said. "We won it against fierce international competition and it sends a massive message to industry about the world class skills, facilities and workforce we have here. The complex nature of the build and the polar specifications required means very few shipyards now have our experience. We fully intend to market this polar capability hard in 2017 together with our wider expertise in the ship building, conversion and repair markets. Cammell Laird is fully behind the UK Government's desire to see British shipbuilding aggressively pursue the exports market and promote Britain as an easy place to do business post Brexit. Cammell Laird is perfectly placed to become a giant engine creating wealth and skilled jobs across academic abilities for our community and the UK economy. Moreover, the recommendations made by Sir John Parker in his National Shipbuilding Strategy are very astute and stand to create more opportunity for shipyards like Cammell Laird to win work particularly in the naval new build sector, where again we have considerable experience with the recent aircraft carrier programme. Success within our maritime division will in turn enable us to diversify further into multi-billion pound energy markets like nuclear, oil and gas and renewables." *Source: Cammell Laird*

Contact Us

If you have any items that you would like us to consider for inclusion in the next Newsletter, due to be issued in July 2017, please send them to Roy Cooke, 9 Kinloss Road, Wirral, CH49 3PS or email to roycooke7@icloud.com