



# ICS Examiners Report

**Subject: Port and Terminals**

**Examiner: John Watt**

## Overall Comments Guidelines

The overall standard for the Port and Terminal examination in May 2017 was exceptionally high. Students displayed an excellent technical knowledge of the port facilities and infrastructure over a wide range of trades. The students also displayed in depth knowledge on port ownership, finance, economics and health and safety.

## Overall Comments

The questions were chosen from a wide range of subjects within the syllabus. Port ownership, marketing, health and safety, port economics, investment appraisals and operational ratios were all subjects covered in the examination.

## Question One

### Marketing – Container client

The technical information provided on the ports facility, navigable channel berth and container equipment was excellent. What was lacking somewhat was the ability to discuss financial costs, trading terms and conditions and potential incentives. That aspect was somewhat lost on the students.

A general trend was for students to overlook the commercial aspect of the question and focus solely on the operational aspects, which was concerning.

## Question Two

### Grain Terminal facilities

This question was well handled by students, most students were able to discuss the berth, navigable access, but what was particularly well handled was discussion on the hinterland of the loading berth, where grain is generally stored in silos and conveyed to the loading terminal via conveyor belts.

Also some good in depth discussions on the loading equipment at the berth.

### Question Three

#### **Cruise Investment**

Another answer that was well handled. The format was generally good. Some good points were made on the benefits to the port area, but what was particularly impressive was the ability for the students to point out the wider benefits to the local community and industry.

### Question Four

#### HSE –Ro/Pax

This was a poorly handled answer. The students tended to discuss general concepts such as HASAWA, which had its place, but was general and not specific. Very few students were able to break down and discuss the two separate component parts of the terminal, namely freight and passengers.

The student was expected to discuss the differing HSE needs of both departments

### Question Five

This question was generally well handled, and students could point out areas where ship design had changed and the effect that this then had on the ports.

The most obvious case was in the container trade, and students did well to note that the growing size of container ships were now limiting the number of ports that could effectively handle the 18000 + teu vessels

### Question Six

Berth performance indicators. These were generally well handled by students. Most students could offer specific and relevant examples of the various ratios used by management to ensure that a general cargo port is effectively managed

### Question Seven

State owned and private ports.

Another question that was generally well answered, with students giving a wide range of answers from the varying experiences around the world.

### Question Eight

Students seem competent on this topic and gave a range of answers. The most popular was the ISPS regulations, where students could compare and contrast the strengths and weaknesses of this legislation