



# N<sup>ew</sup>letter for Company Members

Institute of Chartered Shipbrokers



Issue 20 – Summer 2019



INSTITUTE OF  
CHARTERED  
SHIPBROKERS  
Federation Council



Promoting professionalism in commercial shipping

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# N Institute of Chartered Shipbrokers ewsletter for Company Members

Issue 20 – Summer 2019

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# Welcome

Steve Gillie FICS  
Institute of Chartered Shipbrokers Federation Council Chairman

In this edition we feature UK Ecoports which is one of the key subjects of the Department for Transport's 'Maritime 2050 Navigating the Future' strategy.

The recently published document sets out the Government's plans to ensure the UK Maritime sector strengthens its position as a global leader in the coming years.

The role of shipbrokers and port agents will be an integral part of the success of the UK Maritime sector and this is where our Institute will play a key role. The students of today will be the industry leaders of tomorrow, and it's therefore important that we encourage our staff to consider Institute qualifications and then support them with their studies.

The results of the May examinations will be published on 22nd August and

I hope that you will celebrate your students' successes and encourage and support those who need to continue with their studies.

The new academic year has already opened with the next exams set for 18-28th November; please book early to benefit from Back to School discounts.

As those of you who are Light Dues collectors will know, I am pleased to report that the Institute has concluded a further three year agreement with Trinity House for the collection of Light Dues. The new contract commenced on 1st July and I am also pleased to advise that for the first time, Collectors fees will increase by RPI annually.

I'm afraid I cannot sign off without commenting on the impact of the protracted BREXIT negotiations.

Many of you will have experienced difficulties with warehousing and fluctuating cargo volumes associated with the 31st March deadline and it's disappointing to note the sharp drop in British Flag tonnage from 16.1m GT to 10.6m over 12 months reportedly due to concerns over BREXIT.

Personally, I hope for a quick resolution to the current situation and as frictionless as possible trading, however to cover the case of a No Deal departure, the Federation Council is organising seminars with speakers from HMRC detailing the likely impact on our activities.

Finally, I hope you will have the opportunity for some time off for rest and recuperation over the summer and return recharged for the challenges ahead.



## Dates for your diary

22 Aug	Results Day for May 2019 Exams
4 Sept	Professional Development Course: Maritime World Explained, London
11 Sept	London & South East Branch LISW Seminar and Networking Event, London
16-17 Sept	Professional Development Course: Fundamentals of Liner Shipping, London
19 Sept	Liverpool Branch Social Event aboard the Daniel Adamson, Liverpool
20 Sept	Ireland Branch Annual Dinner and Golf Outing, Dublin
24 Sept	Professional Development Course: Fundamentals of Ship Sale & Purchase, London
25 Sept	Institute of Chartered Shipbrokers Open Day 2019, every Branch worldwide
25 Sept	Baltic Lecture, London
3 Oct	London & South East Branch AGM, London
14-16 Oct	Institute's Global Conference and Parliamentary Reception, London
15 Oct	Professional Development Course: Fundamentals of Dry Cargo Chartering, London
16 Oct	Professional Development Course: Maritime World Explained, London
17 Oct	Institute of Chartered Shipbrokers AGM and Prize Giving, 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**



Robert Hill FICS  
Head of Membership  
rhill@ics.org.uk



Eleonora Modde  
Business & Partnerships  
Programme Manager  
e.modde@ics.org.uk



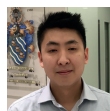
Francess Toussaint  
Membership Support  
f.toussaint@ics.org.uk



Samantha Porter  
Membership & Branches  
s.porter@ics.org.uk



Maria Kubalova  
Head of Finance  
m.kubalova@ics.org.uk



Vi Hoang  
Accounts Assistant  
v.hoang@ics.org.uk



**Company Member**

Promoting professionalism in commercial shipping

## 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 2019/2020

## CHAIRMAN

Steve Gillie FICS

G T Gillie & Blair Ltd

## VICE CHAIRMAN

John Grange FICS

Grange Shipping

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ITIC

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Susan Oatway 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.

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

**Members and registered students can place their orders via  
[www.shipbrokers.org](http://www.shipbrokers.org) to obtain their discount.**

**Non-members can order via [www.shippingbooks.com](http://www.shippingbooks.com)**



**INSTITUTE OF  
CHARTERED  
SHIPBROKERS**







*Credits: British Ports Association. Shoreham Port.*

**FOCUS**

## **UK Ecoports**

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

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# PORT

## UK Ecoports

Whilst UK politics continues to orbit around one topic, outgoing Prime Minister Theresa May decided to announce a slew of legacy-securing policies before she hands over the keys to Number 10 this month. One of those is to set a bold decarbonisation target for the UK economy: by 2050 we will reach net-zero emissions.

Only a few weeks later the UK Department for Transport published its Clean Maritime Plan – a ‘roadmap’ towards a zero-emission maritime sector and a series of measures and targets for an all-around ‘cleaner’ maritime sector. The British Ports Association (BPA) supports strong international leadership and a practical regulatory system that supports decarbonisation and good environmental management.

Last year the BPA published its first ‘Sustainability Charter’, a series of commitments to support good environmental management and sustainable development. The challenges presented by climate change and wider

environmental management are the most common issues raised by UK ports and they are top priorities for us. Ports are commonly located in sensitive environments and many are also highly susceptible to the effects of climate change, including rising sea levels and more extreme weather.

This is not new territory for us. Over 20 years ago the BPA was a key force behind EcoPorts, the main environmental initiative of the European port sector. It was initiated by the industry in 1997. The overarching principle of EcoPorts is to raise awareness on environmental protection through cooperation and sharing of knowledge between ports.

There are 12 UK ports in the Ecoports network, more than any other nation. We are keen to champion the culture of teamwork and collaboration instilled by EcoPorts. The hard work that many British ports have channelled into their environmental credentials is worthy of praise in its own right but also helps the industry learn from good practice, both



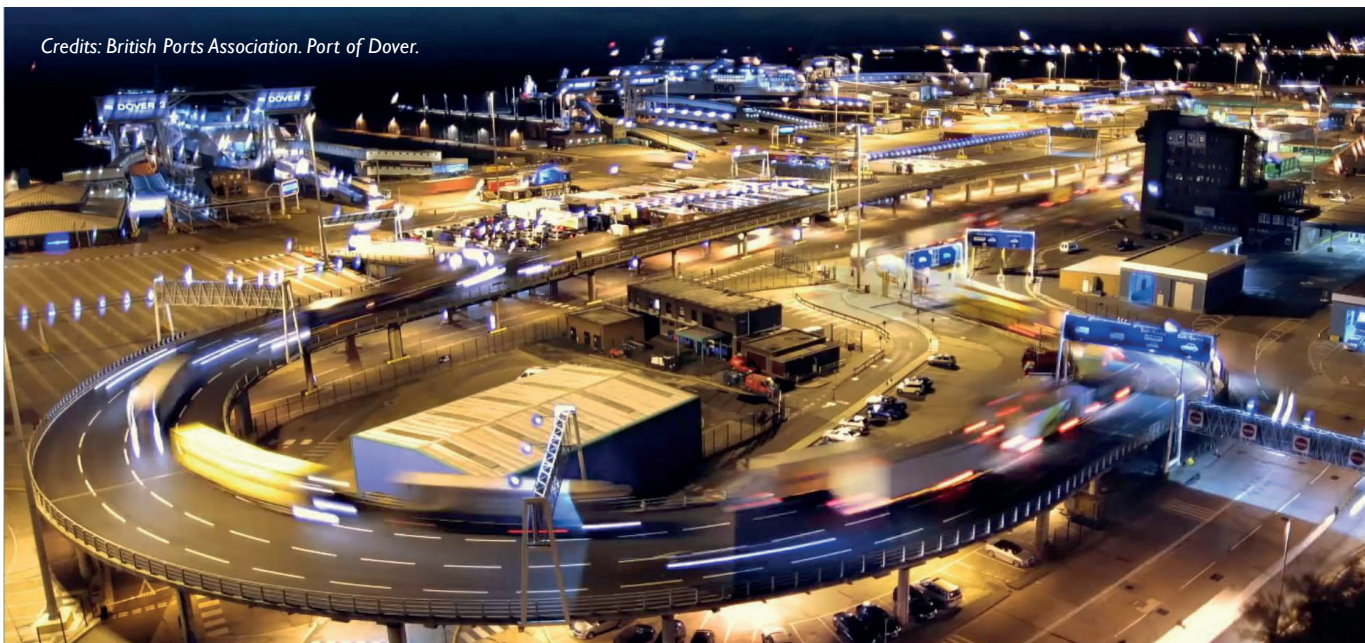
*Tony Parker, recently appointed Director for Climate Change and Infrastructure at Shoreham Port.*

domestically and internationally.

The foundations of Ecoports are rooted in the ideas that the environment is ‘precompetitive’ – an area outside of the usual competitive arena that UK and European ports operate in – and that collaboration is critical but at the same time it is an area where each port is unique and must tailor its response appropriately.

The BPA is committed to working with Government on these huge challenges and we are proud that there is already so much work going on across the hundreds of UK ports on everything from tackling invasive species to improving air quality. Ecoports is one tool in our armoury for

*Credits: British Ports Association. Port of Dover.*





# FOCUS

In this issue our PORT FOCUS is UK Ecoports

this. Our environment groups and events are another where industry practitioners gather to share ideas. As the industry association, we are also gathering 'good news' stories and innovative schemes that our members are undertaking.

One example, just yards from the door of BPA HQ is the Port of London's world-first hybrid pilot boat, which is set to hit the Thames this summer. It will be zero-emission when operating in electric mode.

Not far to the south-east is Europe's busiest ferry port – Dover – which can handle up to 10,000 lorries a day. Dover was an early 'Ecoport' and have reduced their carbon footprint by 44% since 2008 and are aiming for carbon neutrality.

Westwards from there is Shoreham Port, which recently has appointed the industry's first Director for Climate Change and Infrastructure – a statement of intent that this is a board-level issue for the port. Another certified Ecoport, Shoreham have also installed wind and solar power that can meet the ports entire demand for energy. Shoreham

also recently launched three new environmental initiatives including a new biodiversity corridor.

Also on the South Coast, Portsmouth International Port has announced their ambitions to be the first UK port to have zero-emission operations – a key target of the UK Government. Also looking to the future is the Port of Milford Haven in Wales – another Ecoport – who are funding the development of a new centre for marine energy research and development.

Innovative and exciting work is going on outside of these 'ecoports' as well. The Orkney Islands is installing the first large ship-to-shore electrical connection to provide green energy to ferries at berth. Ports across the UK from Tyne to London are funding work to clean debris and rubbish from rivers and lochs. Ports with large traffic volumes are examining 'smart' solutions, traffic management plans and vehicle booking systems to cut down idling time – as in the Ports of Jersey.

In the coming months, the BPA will be

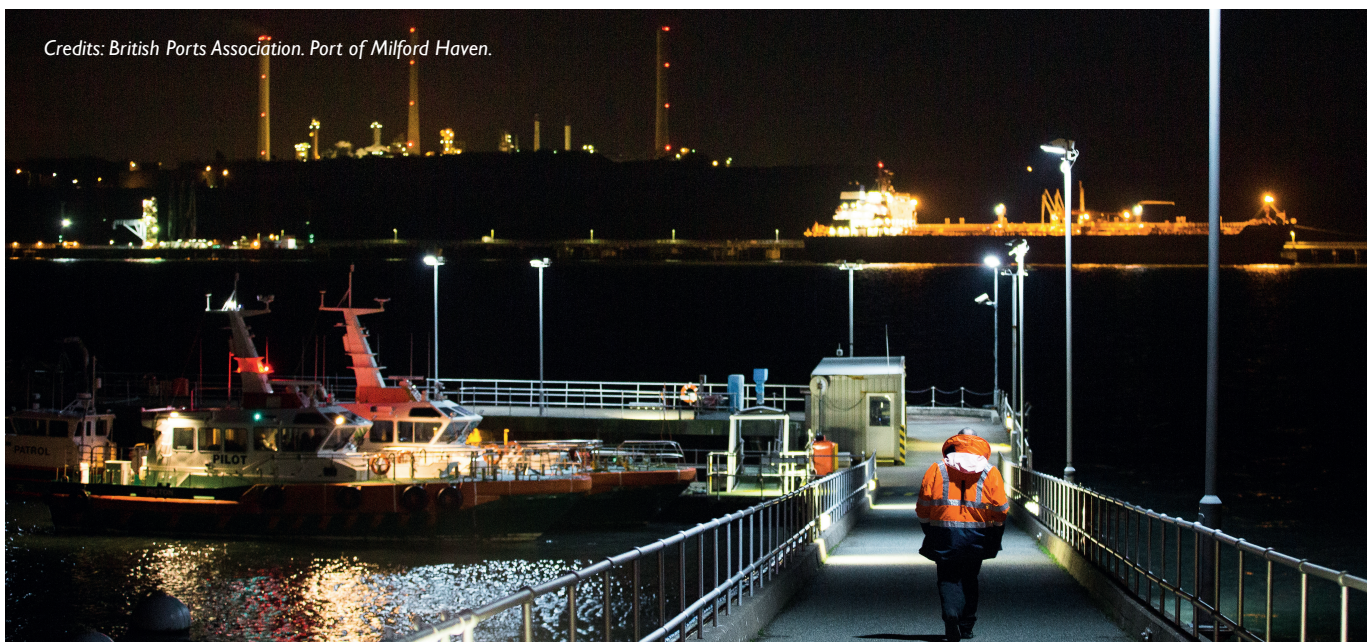
**The overarching principle of EcoPorts is to raise awareness on environmental protection through cooperation and sharing of knowledge between ports.**

collecting more examples from UK ports of the work they are doing – and how they are doing it – to celebrate the positive impact they are having on the environment. We are also keen to promote more short sea shipping as a way to move more freight around the UK with fewer carbon emissions.

As well as our day to day work with Government and regulators on the practicalities of various rules that come in or are tweaked on a regular basis, we have a key role to play in sharing good practice, inspiring schemes and promoting innovative ideas. If you have any examples or ideas to share with UK ports, we'd love to hear from you.

British Ports Association  
[www.britishports.org.uk](http://www.britishports.org.uk)

*Credits: British Ports Association. Port of Milford Haven.*



# UK flag faces turbulence

*Credits: Richard Scott FICS, member of London & South East Branch Committee*



Many aspects of maritime services in the UK are still prospering, despite headwinds from the global economy and international shipping markets. But one aspect which has lacked support recently is the UK flag, more formally known as the UK Ship Register (UKSR). A heavy loss of tonnage registered has occurred in the past few months, defeating efforts to promote and expand the register, one of the central aims of a maritime strategy backed by the government.

In a major report published at the beginning of this year, sponsored by the UK Department for Transport (DfT) and prepared in close collaboration with maritime business, the aim of boosting the UK flag was confirmed and a strategy was clearly set out. Yet in the short interval since then tonnage registered has declined by one-third. It is unclear how this drastic reduction can be reversed or over what period a recovery can be achieved.

## Flag state trends

At the end of 2018, the UK flag was comprised of 1306 merchant ships (vessels of 100 gross tonnes and over) totalling 16.0 million gt, according to official DfT figures based on IHS data. This capacity had remained broadly stable since the end of the previous year when 16.2m gt was recorded. These totals represented a recovery from 13.8m gt at end-2014, to which the volume had declined after it reached a twenty-first century high-point of 17.9m gt at end-2011.

The graph shows how the UK trend has progressed over the past ten years. Several other large European flags are included for comparison: the Isle of Man, within the UK ambit and classified as a 'crown dependency' but separate and independent; the international registers of Denmark and Norway; and Italy. All figures plotted

are at year-end except the 2019 figures which are based on Clarksons Research data at end-May 2019.

A poor performance by the UK flag this year is starkly illustrated. Except for Italy, the other large European flags shown have maintained rising trends through the past ten years, although there was a brief interim dip in the Isle of Man's upwards trajectory. Denmark's strengthening performance was especially vigorous. In Italy the trend has been weakening during the past five years. Germany (not shown) was among the large flags a decade ago, but since then tonnage registered has halved.

Another feature illustrated by the graph is that in 2016 and 2017 there was a close convergence in these European ship register totals. The 2016 totals for the UK and the other four registers were all within a range of 15-16m gt. Subsequently the range widened as trends diverged.

Official figures currently used for the UK registered fleet are in a time series starting fifteen years ago in 2003. Figures

for preceding years are not an exact comparison, but it is evident that the UK fleet was at low levels during the 1990s before increasing over the next decade. Growth in that period has been attributed to the tonnage tax scheme introduced in 2000, designed to enhance the competitiveness of UK registration.

## Promoting the UK register

Over the past few years a sequence of steps has been taken to extensively promote the UK flag.

One notable theme has been renewed focus on the flag not only as a worthwhile objective based on its intrinsic merits as a quality service, but also as part of a comprehensive range of UK maritime activities offered by numerous providers, a much wider package.

In September 2015 the *Maritime Growth Study*: keeping the UK competitive in a global market was published. This study was commissioned by the Department for Transport, and prepared with the assistance of maritime professionals led by Lord Mountevans. Among many aspects of maritime activities evaluated,





A heavy loss of tonnage registered has occurred in the past few months, defeating efforts to promote and expand the register, one of the central aims of a maritime strategy backed by the government.

the UK Ship Register was identified as “a powerful marketing tool” for the UK. Emphasising this perspective, the report commented: “whether or not shipowners choose to register with the UKSR, the benefit of a well-respected and well-promoted Flag is that it can be used as a vehicle for raising the profile of UK maritime as a whole”.

Two years later, in September 2017, a number of announced ideas suggested that the campaign was intensifying, after the UKSR had been given greater autonomy within its parent organisation, the Maritime & Coastguard Agency (MCA). A batch of new initiatives unveiled included digitalisation of the ship registration process, locating a UK flag surveyor in Singapore, and offering a greater choice of services to clients. Later, it was revealed, digitalising seafarer records would follow. The clear aim was to expand the size of the UK registered fleet, roughly doubling it to 30 million gt.

Another report sponsored by the DfT was published in early 2018, entitled *Maritime Growth Study Review*. One of the numerous commitments for industry and government outlined was “evolution of the UK Ship Register and MCA commercialisation”. The authors stated that the UKSR was “widely recognised as a ‘shop window’ for the UK maritime sector and as something of a barometer for the health of the UK maritime industry”. The target of increasing the size of the register to 30m gt was confirmed, although no date was indicated.

Finally in this sequence of substantive maritime sector reports emerging, a veritable magnum opus, the 336-page *Maritime 2050 – navigating the future* was published by the DfT in January 2019. Secretary of State for Transport Chris Grayling emphasised the intention of producing “a truly visionary long-term strategy for the UK maritime sector”. The

resulting document, he commented “is bold and aspirational”. Minister for Maritime Nusrat Ghani described the report as charting an “ambitious course”. One section focuses upon the UK flag.

Discussion of the present circumstances of and outlook for the UK Ship Register is contained in the Maritime 2050 report. Sub-sections are headed ‘where we are now’, ‘where

we are going’, ‘risks, threats and opportunities’ and ‘how we get there’. These headings and content confirm a systematic analysis, but the outlook period is longer-term, to 2050, when the aim is to make the UK one of the world’s top ten registers. The report states that “the government is fully committed to supporting the UKSR” and “it also believes the UKSR is one of the most significant indicators to the global shipping community that the UK is synonymous with offering a premium service”.

#### A dramatic fall

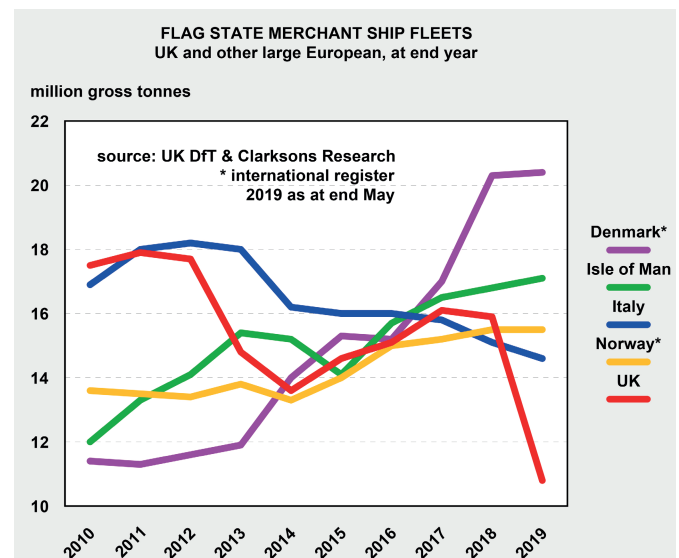
This aim of expanding the UK register has received a severe setback in recent months. Statistics from commercial sources show a large reduction in the first five months of this year. At the end of May 2019, the gross tonnage registered was 32 percent lower than the figure at the end of last year at 10.8m gt, according to Clarksons Research data. Another source suggests a 34 percent fall in the same period.

For some individual ships leaving the UK register specific factors may have been

the primary reason. But one common factor appears to explain this mass movement away from the UK flag: Brexit. The UK’s decision to leave the European Union, coupled with uncertainty about when and on what terms the exit would occur, evidently affected shipowners’ perception of the value of the UK flag, compared with competitors.

During an interview published in March this year, the MCA’s chief executive claimed that in the absence of the Brexit process steady growth in the UK register would still be under way. Already within the early weeks of 2019 there had been clear indications of many companies leaving the UK flag, but apparently the quality of service provided by the registry had not been the main issue. The MCA chief confirmed that fundamentally the main problem for shipowners was Brexit and the surrounding uncertainties.

Among recent losses from the UK flag, one of the biggest was ships operated by a global container shipping giant which reflagged many ships to other registers in the early part of this year, based on industry reports. According to these





# Fonasba<sup>2</sup> company log-in instructions

sources, previous flag exits involved ferries, car carriers, and dry cargo and multi-purpose vessels, while several financial institutions acting as owners had also transferred tonnage to other flags, all apparently reflecting the Brexit process.

## An unclear future

After the events of the past few months, resulting in the UK Ship Register's sharp contraction, achieving the previously set target clearly will be a greater challenge. Progress made in building up the register since the early 2000s has been reversed, with the latest total of 10.8m gt now back down to the end-2003 volume of 10.9m gt. Consequently the 30m gt longer-term aim now seems much more difficult to achieve.

Another aspect merits attention. In the studies published during the past few years, comments linked the development of the UKSR closely to the UK's maritime services generally. While the UK flag was prospering, this linkage seemed sound, amid an enthusiastic approach to promoting the wider sector. For example, it was suggested that the UK flag was "a 'shop window' for the UK maritime sector" and a "barometer for the health of the UK maritime industry". Such statements in future may need reconsidering. What is clear is that other UK maritime services are still evolving positively against tough competition, albeit in difficult international circumstances.

Reportedly the old target for expanding tonnage registered has been withdrawn, as it seemingly lacks plausibility at present, and is now being revised to a lower, more realistic level. A change in the eligibility criteria announced in May this year, widening the range of countries from which companies can have access to the UK register, may assist in the rebuilding process.

FONASBA have been working on a new website, FONASBA2, which is aimed at the companies in membership of our national associations. It is designed to allow them access to certain information currently in the Members' Area of the main site (so currently only available to FONASBA members) and also to further information that is currently in the public area of the main site but which should be better controlled, the responses to Membership Surveys are a case in point.

Access to FONASBA2 is strictly limited to companies that are bona fide members of FONASBA national

associations - company members of the Institute in Great Britain.

Registrations to FONASBA2 will be regularly monitored and any inadmissible applications cancelled.

## INITIAL REGISTRATION

1. After logging-on at FONASBA2 at: [www.fonasba2.fonasba.com](http://www.fonasba2.fonasba.com), the registration page will appear.
2. Insert your username (which can be your email address), contact details, email address and password (see below) in the "Register" panel and then select your host member association from the drop down list.
3. The password must be at least of 8 characters, containing at least one number; one uppercase character; one lowercase character; and a special character e.g. asterisk, or brackets etc.
4. Click "Register". If your registration is successful, you will receive an on-screen notification to confirm.

This facility will only be open for the first three months after FONASBA2 goes live. If the panel is not visible, contact your member association (details at: [www.fonasba.com/fonasbamember/fonasba-membership-list](http://www.fonasba.com/fonasbamember/fonasba-membership-list)) and they will organise a username and password for you.

## Access after registration

Simply enter your username and password in the "Association Members" panel and click "Login".





# Carriers' integration of land and logistics services. Digitization of Forwarding. Port Community systems evolution.

*Credits: Philippe Salles, Head of e-Business, Transport and Supply Chain  
Drewry Supply Chain Advisors,*



## Reason for changes

**Shippers expect a more agile supply chain** to meet an “on demand economy” with shorter contracts and spot rate requests. This trend is greatly encouraged by the current freight rate volatility. **Most shippers use a basic transport management system** to manage their logistics and look for easy packaged solutions.

**Eroding margins** in commoditised and fragmented forwarding services make it harder for 3PLs to increase their sales. Differentiation and cost optimisation can be achieved through improved online customer experience and automation, especially for medium-size shipper business and spot shipments. This mid-size customer segment and spot shipment market are at the core of the digital move. For many 3PLs, sea freight spot rates account for 20-30% of the volume and about half the revenue. Overcapacity and freight rate volatility create opportunities for spot rate shipment business and make room for new entrants who easily get more attractive rates from carriers.

Another development forcing change and innovation is **the rapid growth of cross-border e-commerce**. The cross-border part is estimated to have reached 15% of global e-commerce. Sellers can sell to their overseas buyers with built-in online freight services powered by forwarding marketplaces or forwarders as part of their e-commerce suite. Automation starts from the purchase order and follow a pattern where service level is key. e-Commerce has already been a game changer for the last mile delivery, warehouses services and technology applied.

So-called “**millennials**” are **entering the workforce**. In 2020, 50% of the workforce will be millennials, who are more comfortable

handling activities in a mobile, instant and network connected way.

Technology has become available to support the change in the next 5 years.

**In 2020, 50% of the workforce will be millennials, who are more comfortable handling activities in a mobile, instant and network connected way.**

## What is changing?

Digitisation and automation of basic logistics transaction tasks have provided opportunities that did not previously exist.

- End to end visibility and cargo control

The development of connected containers using smart devices help the asset owner. The technology not only allows near real time geolocation but also calculation of lead time and exception management and can easily feed BCO's “control tower” logistics operations with actionable data. Some recent studies on smart container solutions demonstrate a potential saving on in-transit inventory of 10% and 40% improvements in estimated arrival times.

These applications enable carriers to strengthen their value proposition to BCOs such as providing direct control and visibility on sensitive goods. It will become feasible for shipping lines to offer an integrated end-to-end cool chain solution incorporating quality assurance, packing and final mile delivery, through investment in such remote monitoring technology as well as inland facilities.

- Landside logistics connectivity
- Telematics and mobile applications are enabling easy-to-use, low cost

communication between container drayage depots and operators. This traditionally fragmented activity can now be operated remotely and synchronised more efficiently. Adoption of such connected technology has enabled some operators to increase handling capacity by as much as 40%.

- Electronic documentation

Technology is driving the automation of paper-based tasks that have traditionally been performed by freight forwarders. In particular, the development of electronic documentation, such as bills of lading and certificates, alongside simplification of global trade and compliance management systems has facilitated such advances. The TradeLens initiative between IBM and Maersk of a JV to use blockchain technology to simplify and secure the end-to-end documentation trail demonstrates the potential for shipping lines to take over the supply chain data pipeline process from traditional incumbents and the likelihood that other carriers may invest in similar collaborative platforms.

## What are the impact on business ?

The small and mid-size shipper, spot shipment and LCL segment will move online extensively through complete web based forwarding services (from instant quote, booking, up to payment) as well as online sales platforms which dynamically push public and customer-specific rates. These platforms may only target and penetrate specific markets where a certain degree of automation can be achieved. Customer profiling and market segmentation will be at the core of the business model of these online sales channels.

Large shippers will have access to more procurement options, benchmarking and insight capabilities. Large exporters and importers will continue to tender their



Some recent studies on smart container solutions demonstrate a potential saving on in-transit inventory of 10% and 40% improvements in estimated arrival times.

sea-freight (port-to-port or port-to-rail ramp) and land transport, directly with their core carriers and with their forwarders for some part of their volumes. This practice will be available to many at a lower transactional cost with more flexibility using tailored e-RFQ tools. A new dimension is the access to a simplified spot rate market and to insights sources. Shippers will be better informed using Big Data solutions and marketplaces, providing rate transparency, carriers' service schedules, shipment execution visibility and performances. Moving further, insights on empty equipment stock and availability could be expected to assist shippers and their forwarders in their shipment planning. Transactional forwarding will go

further into commoditisation. Mid-size forwarders are at risk and may see their business limited to customs and documentation service or consolidation. However they can expand their expertise through specialisation and collaborative technology driven networks.

Technology can facilitate the emergence of "high tech" 3PL niche players (vertical market) who can provide shippers with tailored shipment planning, control tower dashboards and integration services.

The 4PL/troubleshooting model is subject to change with the ability of specific expert teams to orchestrate transport through cloud solutions and B2B portals. 4PL for e-tailers is likely to grow.

The entry of a large tech one-stop

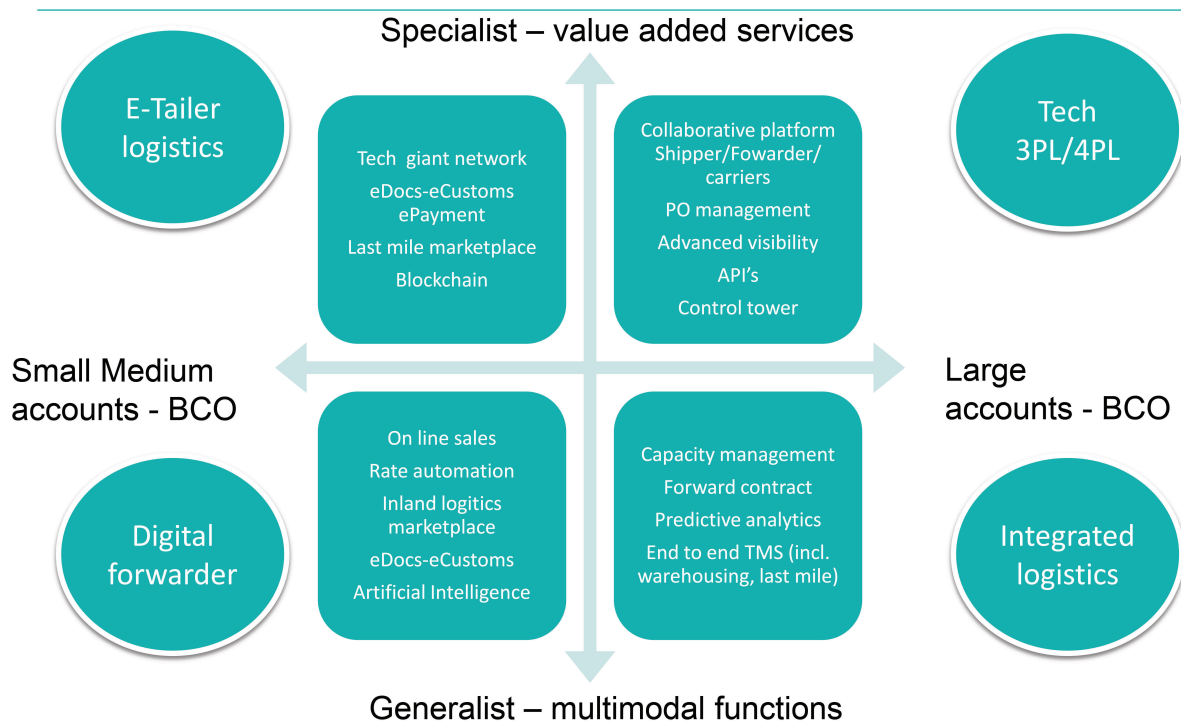
multi-vendor logistics network operator, linking data, technology and people with integrated seller-buyer financial services and improved customer experience is a scenario being watched.

#### Technology is not the only way

Technology has its limitations and challenges remain in certain areas where standard digital solutions do not apply.

For instance, Customs declarations are a country-based process. In many states they require complex paper-based human intervention which cannot be fully standardised and digitised. Carriers may struggle to compete with more process-orientated incumbents, despite the potential offered by rising cross border ecommerce and LCL trade.

## What technology capabilities are needed?



The evolution of carrier alliances and larger vessels have made the integration of inland and port operations a key efficiency factor with the risk of increasing congestion if smart planning and shipment release systems are not in place.

Also, forwarders and 3PLs are intrinsically more client focused, as the value of their asset-light business is driven by the book of customer business they control. By contrast, the value of a carrier's business is determined more by its assets and its value creation by how it leverages these assets. Forwarders have proven to be very capable at customer acquisition and retention, as witnessed by their growing share of the container shipping market. Technology alone cannot bridge these sometimes conflicting aspirations.

Furthermore, forwarder access to multiple service providers across different transport modes enables a more credible response to reliability and supply chain resilience concerns that carriers, however horizontally integrated, cannot match.

#### **A strategic move enabled by technology : Sea - land Integration**

The inland part of the container shipping supply chain is under pressure to achieve rapid efficiency gains.

The evolution of carrier alliances and larger vessels have made the integration of inland and port operations a key efficiency factor with the risk of increasing congestion if smart planning and shipment release systems are not in place.

Increasing compliance requirements, whether for security or environmental purposes, require more data to be passed and checked on the land side.

Cargo owners understand the efficiency gain opportunity for more information and better control of Detention & Demurrage. Their expectations for more land-sea integrated services open opportunities to technology driven operators.

#### **Ocean carriers have announced their plans.**

Maersk's strategy is to become the

global integrator of container logistics, building an end to end integrated logistics solution connecting the entire supply chain through a one stop shop. While French carrier CMA CGM is moving in the same direction with its acquisition of CEVA Logistics and its multi-temperature logistics facility at DP World's London Gateway. The newly formed shipping company ONE and Genesee & Wyoming's UK container train transport subsidiary Freightliner signed a partnership which will not only bring reliability, safety and sustainability but reduce by nearly 70% the greenhouse gasses compared to road transport.

#### **Other players look at the Sea and Land integration: Port and terminals**

Global container terminal operators are significantly increasing their control on landside logistics. DP World has acquired logistic companies in India where they have a \$3 billion investment plan on inland logistics infrastructure. Similarly, PSA International has recently taken 60% stake in the Canadian inland Ashcroft terminal, east of Port of Vancouver which will also benefit of a new rail link to the CN main network

This new digital interconnected environment could actually be considered as a threat for some port community systems (PCS) as carriers, terminals and shippers now can connect with each other directly using their own proprietary platforms. This is only if the PCS are not expanding their model.

The opportunities for port community system such as MCP or CNS are in developing data sharing and building connectivity between stakeholders through trusted networks. NxtPort's initiative in the Port of Antwerp demonstrates the trend toward data pooling and monetization through

an information governance scheme. It aims to reduce operational costs for the participants and provide real-time information on performance, whether vessels or container movement flows. NxtPort could be seen as the new digital breed of a port community system, unifying data exchange through standard API and apps usually developed by local startups. It brings a new model, which allows players to monetize their data when shared on the platform. The challenge of expanding port community systems to other ports may be more than just technical. As seen with NxtPort, business models need to evolve with ports moving from traditional landlords to the digital supply chain marketplace with the growing support of private sector and large technology company partnerships.

#### **Call for Standardisation**

Many networks are being set up, but will this create efficiency if it is not standardized? Port community systems are involved in international discussions aimed at achieving standardization and trade facilitation. The World Trade Organization's trade facilitation agreement is promoting a single window with discussions involving the United Nations, the International Port Community System Association and the World Customs Organization (WCO). These governmental trade facilitation initiatives aim to maximize the roles of ports and airports. The recent call for standardization made by large shipping lines will certainly be welcomed and supported by these organizations and port community systems.





LONDON  
SCHOOL OF  
SHIPPING

Visit our website.  
[www.shipping-school.com](http://www.shipping-school.com)  
For all details and to book call us:  
+44 (0)20 7357 9722  
or drop us an email:  
[shipping-school@ics.org.uk](mailto:shipping-school@ics.org.uk)

The London School of Shipping launched during the summer of 2018 with initial focus on providing evening classes in London for professionals preparing for Institute exams.

The school has now expanded its offer to include a range of high quality affordable professional development courses available to members, students and everyone with an interest in the sector. Programmes are led by experienced course leaders supported by visiting expert practitioners from the extensive London maritime community.

To date two courses have been held with a busy forward schedule of courses in commercial shipping disciplines:

'Maritime World Explained', a comprehensive one-day introductory course into the business of shipping held in June (see below for further dates); and

'Introduction to International Trade and Maritime Law', a three day programme providing a thorough overview of the key principles of shipping law for practitioners held in July.

Participants travelled from the UK, Europe and Middle East and the feedback has been very positive.

## LONDON SCHOOL OF SHIPPING PROFESSIONAL DEVELOPMENT COURSES

### Maritime World Explained

An extensive one-day course providing a comprehensive introduction to the shipping industry including discussion sessions, workshops, group activities, games and multi-media presentations. The day provides participants with plenty of opportunity to ask questions, explore concepts and work through practical cases.

### Introduction to International Trade and Maritime Law

A comprehensive three-day programme including discussion sessions, workshops, group activities, case studies and multi-media presentations. The course covers: the source and context of maritime and international trade law; carriage of goods by sea; charterparties; bills of lading; marine insurance; contracts of sale; admiralty jurisdiction; maritime claims; limitation of liability; salvage; general average; dispute resolution and mediation.

### Fundamentals of Liner Shipping

A comprehensive two-day programme focussed on liner trades and the container shipping industry covering: the liner shipping business and trade routes; ships, terminals and cargo handling; lines, alliances and networks; through transport systems; structure and participants of the sector; service and contractual aspects; commercial aspects – revenue and costs; contemporary trends influencing future development.

### Fundamentals of Ship Sale & Purchase

An intensive and thorough two-day programme providing a comprehensive overview of the sale and purchase of new and second-hand tonnage. Topics explored include: ship types and maritime geography relevant to the S&P market; ship registration and classification; markets and the parties involved; negotiation, contracts and documentation; ship valuation, finance and insurance; legal aspects of sale and purchase.

### Fundamentals of Dry Cargo Chartering

A comprehensive and practical introduction to Dry Cargo Chartering, this two-day programme covers: shipping practitioners and sectors; cargoes and trade routes; international trade practice; laytime; bills of lading; time and voyage charterparties; insurance and claims.

### Bills of Lading

A thorough and practical introduction to Bills of Lading, this two-day programme covers: background and uses of bills of lading; bills of lading as a receipt; document of title and transferable contract of carriage; international sales and letters of credit; combined and through transport; Hague, Hague-Visby, Hamburg and Rotterdam Rules; letters of indemnity.



## CALENDAR

### Maritime World Explained

Duration: 1 day  
Date: Wednesday 4 September  
Date: Wednesday 16 October  
Date: Wednesday 13 November

### Introduction to International Trade and Maritime Law

Duration: 3 days  
Date: Repeat course date to be advised

### Fundamentals of Liner Shipping

Duration: 2 days  
Date: Monday 16 – Tuesday 17 September

### Fundamentals of Ship Sale & Purchase

Duration: 2 days  
Date: Tuesday 24 – Wednesday 25 September

### Fundamentals of Dry Cargo Chartering

Duration: 2 days  
Date: Tuesday 15 – Wednesday 16 October

### Bills of Lading

Duration: 2 days  
Date: Wednesday 13 – Thursday 14 November



# GDPR has teeth and like London buses we wait and two come along at once!

*Credits: Christopher Beveridge, FCA, MAAT, CIPP-E  
Director & Head of Privacy & Data Protection Client Services at BDO UK LLP*



So we have waited and waited for almost 14 months since General Data Protection Regulation (GDPR) was enforced back in May 2018 for our first real example of a post GDPR era sanction, and lo and behold, just like London buses two come along at once!

It was announced that subsequent to a completed investigation by the Information Commissioners Office ('ICO') British Airways were facing a fine of £183 million relating to a data breach that was first disclosed to the ICO in September 2018 whereby up to 500,000 customers personal information was harvested by attackers.

And also, further to the worldwide data breach announced by the Marriott hotel group last year, the ICO have announced that they will be issuing a GDPR jurisdictional penalty in relation to the impact the breach had on UK customers whereby Marriott will be facing a fine of £99.2 million from the UK alone.

Of course I fully expect these penalties to be contested and British Airways have already said as much, however it is very clear now that the precedent has now been set.

As somebody who has been working in data protection advisory and specifically GDPR compliance for a number of years now, it is no surprise to me that it has taken this long for our first case studies to arrive. As we know the ICO is not the largest of organisations (although growing very quickly) and as you can imagine they have been inundated with reports of suspected data breaches since the GDPR 'go live' date in May 2018. When you add the historical pre GDPR investigations that also needed to be investigated and completed, we were always expecting to see the post GDPR penalties being issued into 2019 – the fact that we have had two in two days suggests that the ICO are now fully through the pre GDPR cases and are

now focusing on the post GDPR era.

The size of the penalties is staggering. Yes, we always knew that the potential was for an organisation to receive a penalty of up to 4% of annual global turnover or 20 million Euro – the greater of, however it doesn't take away the effect it has when you actually see the penalty amount written down on paper, especially when you compare to the previous largest UK penalties issued which were capped at £500,000 under the old regulatory landscape in relation to Equifax and the Facebook Cambridge Analytica data scandal.

In the case of British Airways this actually equates to 1.5% of their global turnover, so it could rather incredibly be argued that they have actually got off lightly in terms of potential sanctions.

So why was the breach deemed to be of a nature that demanded a penalty of this size? There are a couple of reasons that in my opinion can be suggested:

- Firstly the breach was formally reported to the ICO by British Airways in September 2018, however subsequent to the ICO investigation, it appears that it began in June 2018. The GDPR data breach reporting requirements clearly states that any data breach needs to be reported within 72 hours to the supervisory authority from the point it was discovered, so there is a question as to why the reporting to the ICO took so long. The effect of the breach also increased from an initial 380,000 data subjects to the 500,000 in the final report.
- Secondly, as we know GDPR is made up of a number of principles, but ultimately the whole purpose of GDPR was to give the power back to the data subject on how their personal information is used and in a way that does not compromise the rights and freedoms of that data subject. The fact that the data breach

that British Airways suffered concerned personal information such as log in details, payment card details including the 3 digit CCV codes (not sure why this information was stored in the first place) and travel plans along with the data subjects name and address, you start to see why it could be thought that the rights and freedoms of the affected individuals could be compromised.

The bottom line here is that British Airways were found not to have adequate website security in place on their systems to stop this kind of an attack from happening. The attackers were able to divert traffic to a fraudulent website where the information was effectively harvested.

Interestingly enough I was one of the unlucky 500,000 people that was affected by this data breach – I actually transacted with British Airways three times in the affected period of the breach. I can therefore talk first hand of the experience and the inconvenience it causes. Yes, it was confirmed that there were no examples of financial loss for any of the data subjects as a result of the breach, but it does still cause an unrest and an uncertainty that you don't need as an individual and something that needs to be dealt with quickly for your own peace of mind.

This is all ultimately taken into account by the ICO along the fact that any organisation is entrusted to look after the personal information they collect which in the end has resulted in the size of the penalty being issued that we saw announced recently by the ICO.

So what does this all mean going forward now we have seen our first ICO investigations result in sanctions of this size?

Well for one, I'm sure that British Airways have significantly enhanced their systems as a result. To their credit they have fully co-operated with the ICO and I suppose





[www.bdo.global](http://www.bdo.global)

But I think more than anything else it shows that the supervisory authorities do have incredibly sharp teeth and they aren't afraid to use them.

from the perspective of the data subject it is comforting to see that organisations are willing to improve their systems to stop this from happening again.

Referring back to the Marriott data breach there is an interesting sub-plot in that the breach originated within the Starwood hotel group. This predated the acquisition of the Starwood hotel group by the Marriott group which resulted in the liability being taken on. My takeaway on this scenario is that not enough due diligence is completed around data management/compliance especially in the merger and acquisition world and I foresee this being a significant pre-requisite going forward for organisations looking to invest/acquire other organisations going forward.

But I think more than anything else it shows that the supervisory authorities do have incredibly sharp teeth and they aren't afraid to use them. An announcement

Management boards all around the world should be sitting up and making sure that their organisations are continuing to address data protection risk, are accountable for this through a data privacy compliance program, and that this is an ongoing process.

such as this will and should push GDPR compliance firmly back onto the agendas of executive management in all organisations and be a real focus in the boardroom going forward.

In all honesty, GDPR compliance should never have slipped off the table, but I think that we naturally expected this to happen to a degree somewhat post

25 May last year. When you combine the British Airways and Marriott hotel group announcements with the fact that the ICO are really focusing in on the accountability principle of the GDPR going forward, management boards all around the world should be sitting up and making sure that their organisations are continuing to address data protection risk, are accountable for this through a data privacy compliance program, and that this is an ongoing process.

In conclusion, don't be the next organisation that needs to get on that bus that we have all been waiting for!

If you are worried about how your organisation is meeting its ongoing GDPR compliance responsibilities or want to find out more about what your organisation is expected to do, then please send me an email to [christopher.beveridge@bdo.co.uk](mailto:christopher.beveridge@bdo.co.uk)

## Standard document update

The FONASBA/BIMCO Agency Appointment (AAA) and General Agency Agreements (GAA) are gaining increasing acceptance in the market as the documents for establishing a clear and balanced agreement between the agent and Principal. Clarifying what the Principal can expect, and what the agent will provide, for the agreed agency fee is also fundamental to a good agent/Principal relationship.

A summary of the activities to be provided in return for a "normal" agency fee has therefore been developed in conjunction with the Netherlands association, VNC. Similar to the previous Standard Port Agency Conditions document (now withdrawn), it is not a contract but a checklist for exchange between the

agent and the Principal at the start of the agency relationship to clarify what will be expected and provided. To assist in reaching agreement, the subject headings in the summary align with those in the AAA and GAA. The document will be circulated to members ahead of the Liner & Port Agency Plenary meeting in Miami with a view to it being approved as a FONASBA Standard Document.

Also scheduled for endorsement in Miami will be the first draft of the revised UNCTAD Minimum Standards for Ship Agents. As reported previously, FONASBA agreed with the UNCTAD Secretariat that after more than 30 years, the original Minimum Standards were in need of review in order to ensure

they reflect the current state of ship agency. FONASBA's definition of the ship agent that was incorporated in the revised IMO FAL Convention will form an integral part of the new UNCTAD Standards, as, it is hoped, will a reference to the Quality Standard. Assuming the first draft receives endorsement in Miami, it will be sent to UNCEFACT, the UN body now responsible for trade facilitation for further consideration.

FONASBA continues to participate in the BIMCO subcommittee working on a revision of the GENCON '94 charterparty, the most commonly used voyage charter form worldwide.



# Dangerously Weighted Heaving Lines

*Credits: Capt Scott Baker HCMM, AFNI, AFRIN, MIMarEST  
Head of Marine Standards – Svitzer Europe, Vice-Chair British Tugowners Association*

The practice of using unconventional, dangerous heaving lines is an endemic and perennial problem in the maritime industry.

But what is a 'dangerously weighted heaving line' (DWHL)? Guidance on what is acceptable as a weighted heaving line is commonplace. The situation becomes dangerous when a non-standard monkey's fist (e.g. containing extra weights and/or exceeding the 0.5 kg max) or when other heaving, rigid, solid or sharp items are used.

Ships' crews incorrectly use a multitude of items to weight heaving lines, ranging from bolts, nuts, shackles, to sector-specific objects, such as container twist-locks and vehicle wheel chocks. This practice is not acceptable and introduces the potential for serious injury to crew members or shore workers alike if struck by such an object.

In recent years, tug crews have cut off clearly manufactured articles, meaning chandlers and online retailers are supplying these items to ships' crews. Whether homemade or purchased, users have adapted to their environment and suppliers have evolved to meet demand. Some flag states have even specified protective cages under their construction rules to protect the tug crews – this is clearly missing the point.

## Why do ships' crews do this?

There may be many reasons why crews weight heaving lines. Clearly, harming the tug crew or linesmen is not the objective, rather more likely that crews struggle to reach their KPIs over time spent on mooring operations and when operating in high winds. Awkward ship design, with high or backward leaning gunwales are a contributing factor, making the throwing of a convention monkey's fist very difficult. Or perhaps more fundamentally, some vessels are now so large that the

height and distances involved make the use of a standard monkey's fist simply prohibitive.

Weighting monkey's fists fitted to the end of heaving lines with pieces of scrap metal or sand or attaching a heavy item such as a shackle will clearly assist the line to travel a greater distance when thrown. From one perspective, it's simply a means to an end.

## Stakeholder activity

Online searches reveal a plethora of articles, notices and updates on this topic, the loss-prevention departments of protection and indemnity (P&I) clubs have all focused on this topic at one time or another. Guidance and alerts are widespread and common, yet the message doesn't get through to the right people.

The Code of Safe Working Practices for Merchant Seamen (COSWP), an MCA best practice publication

and effective "bible", was updated to provide clear guidance reflecting the issues surrounding weighted heaving lines. COSWP 26.3.5 states:

*'To prevent personal injury to those receiving heaving lines, the "monkey's fist" should be made with rope only and must not contain added weighting material. Safe alternatives include a small high visibility soft pouch, filled with fast-draining pea shingle or similar, with a weight of not more than 0.5kg. Under no circumstances is a line to be weighted by items such as shackles, bolts or nuts, or twist locks.'*

Administrations have long had alerts in place. The MCA states that 'vessels using dangerously weighted heaving lines in the UK may be subject to prosecution' and to support this, a clear process has been agreed by the MCA for the central reporting of all DWHL incidents. A reported incident will initiate a letter to the shipowner from the MCA via the agent, with a repeated offence initiating



*Credits: British Tugowners Association*



There have been several instances where dangerously weighted heaving lines, including the use of monkey's fists with additional weights inserted into them, have been used resulting in serious injury.

a Port State Control Inspection under the Paris MoU, and possible prosecution. Harbour Authorities are taking remedial action too, imposing financial penalties for use of DWHLs and instructing mooring teams to cut off weighted heaving lines and 'any added appendages' used. Items removed are retained as evidence in the event of any legal action against the vessel. And yet still the problem persists.

#### Onboard management

The tugmaster-pilot exchange provides the perfect opportunity for confirmation from the Master of the assisted ship that DWHLs will not be used. Yet moments later a loud bang on the tug's deck confirms otherwise. Anecdotally, when Masters are questioned by PSC after the event, they claim ignorance of the presence or use of any illicit heaving lines.

Management at all levels must take ownership in a bid to tackle this issue. Shipowners, managers and operators, agents and pilots must also play their part.

#### What next?

There are several ideas that have been employed or are being considered to counter this issue. Some authorities have insisted on protective cages or barriers, this does not alleviate the source of the problem, rather normalises it, and could, if left unchecked,

cause the tug material damage. Drones or telescopic arms to deliver the messenger line direct to the assisted vessel is another option being examined. Automation of some description may solve part of the problem, but crews are being put at risk now.

The maritime industry must face up to this problem. This article calls for those

servicing vessels to use their influence to eradicate this practice and for those affected by DWHL to continue reporting incidents by the appropriate means. UK ports are taking a proactive stance and vessels should expect to be inspected and fined for breaching local regulations if DWHLs are used.



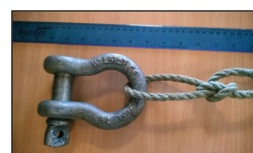
Maritime &  
Coastguard  
Agency

## SAFETY BULLETIN No. 2

### DANGEROUSLY WEIGHTED SHIPS HEAVING LINES

There have been several instances where dangerously weighted heaving lines, including the use of monkey's fists with additional weights inserted into them, have been used resulting in serious injury.

Further guidance is contained in Ch 26 section 26.3.5 in the 2015 edition of the Code of Safe Working Practices for Merchant Seafarers.



Vessels using dangerously weighted heaving lines in the UK may be subject to prosecution



## Institute's Open Days

Held twice every academic year, the Open Days are now a firm feature in the Institute's calendar.

The events are usually held in over 30 locations worldwide by Branches, ITCs and Recognised Partners and collectively provide the strongest possible signal of the Institute's scale and international reach. They send a powerful message that the Institute is truly 'open' - that age, gender, experience, location and budget should not be a hurdle to anyone looking to improve their career development as a professional by studying for recognised industry qualifications.

The events themselves provide a great focal point for regional promotion and marketing activities, supported by the head office, and linked to our increasing global network.

Please support your local branch by volunteering to assist with their open



day. Don't forget to encourage your colleagues and associates to attend their nearest event in order to find out more about the great work of the Institute, how to begin professional studies and how to become a member.

**Remember the dates  
25 September 2019  
and 5 February 2020**

## Global Education Congress

The Institute launches inaugural  
International Conference  
'Maritime Leadership and the Near Horizon'  
IMO, London, 15-16 October 2019



A key part of the Institute's strategic plan as developed by the Controlling Council, the Institute is delighted to announce that dates for its inaugural international conference 'Maritime Leadership and the Near Horizon' being held at IMO headquarters in London in October 2019.

Join leading international figures from the global shipping and trade community, government and academia to discuss contemporary developments and how the forces of change are set to shape the maritime industry in the 21st century.

The event kicks off with a pre-conference parliamentary reception at 15:00hrs on Monday 14th October hosted by Institute President the Lord Mountevans.

The reception will be followed by an invitation only roundtable on Institute education for conference delegates visiting from branches, teaching centres and key education partners.

Key themes and topics to be examined during the conference include:

- Trade, geopolitical trends and major influences on the future development of seaborne trade;
- Key shipping market analysis and forecasts;
- Effective policy and regulation as an enabler of prosperity. Case study on capacity building for the maritime economy;

- Leadership in a complex world – enduring qualities of leaders and organisations to adapt to challenges and ensure resilience;
- Innovation and technology, its broader context within industrial change and impact on the maritime industry;
- People and skills – the future of specialist education and training for a professional workforce.

For further information, to register and for sponsorship please contact:  
Linn Vardheim, Programme Officer  
Tel: +44 (0)20 7357 9722  
Email: [L.Vardheim@ics.org.uk](mailto:L.Vardheim@ics.org.uk)







## Humber Branch AGM and golf in Skidby

The Humber Branch held their AGM on 27th June at the delightful setting of Skidby Lakes Golf Club at Cottingham near Hull.

The location was chosen as it provides easy access from around the Humber:

Humber branch Chairman Danny Carmichael FICS, chaired the AGM and will continue his tenure as Chairman for the next year.

For the first time, the meeting was followed by a round of golf on what turned out to be the first sunny day in a long while!

Representatives of Ahlmark Shipping, Rix Shipping, RMS Humber and New Holland Dock were in attendance, along with support from Matt Gilbert and Eleonora Modde from Head Office who were up north to attend the AGM and for meetings with The University of Hull to discuss the EMBA in Maritime Leadership to be launched in 2020 in addition to visiting ABP at Port House in Hull to discuss apprenticeships and professional training.



## The North East Branch signed an Armed Forces Covenant

Nikki Sayer the Chair of the North East of England Branch was invited to sign an Armed Forces Covenant on 29th May 2019.

The Armed Forces Covenant is a promise by the nation ensuring that those who serve or who have served in the Armed Forces, and their families, are treated fairly. The North East is an important region for the Armed Forces. During their service our Seamen, Soldiers and Airmen develop great skills, that ensure they can deliver whatever the government asks of them, but also make them extremely valuable to business after their service. There is a great deal of pride in the part we collectively play in supporting those brave men and women who serve our great nation at home and abroad.



"There are excellent opportunities for ex service men and woman within the shipping and logistics industry because Logistics is a fundamental part of everyday life in the Forces. The qualifications the Institute's can offer coupled with the experience gained, would put ex Armed Forces personnel in an excellent position for employment within our industry." commented Nikki Sayer FICS.

## Newcastle Shipping Dinner

The North East of England held the first of two formal dinners recently at the Civic Centre in Newcastle. 200 guests enjoyed a fantastic evening of music, great food and entertainment at this iconic venue. Eddie the Eagle gave a fascinating after dinner speech about the highs and lows of his amazing career and had people queuing up for selfies!

The ever popular evening raised over £1,500 for the Branch's Education Fund and the Sea Cadets.

The Chair of the Branch, Nikki Sayer FICS, thanked everyone who helped arrange this brilliant evening, those who contributed to the raffle and the many generous sponsors: Port of Tyne, Port of Blyth, UK Marine Survey, and North of England P&I.

## 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>

2019

Customs Information Paper (12)  
Cessation of the printed tariff

Customs Information Paper (11)  
Additional rates of duty on goods from the USA

Customs Information Paper (9)  
Authorised Economic Operator Central Site change of address

Customs Information Paper (8)  
Authorised Economic Operator application CI 17 and Self-Assessment questionnaire CI 18

Customs Information Paper (7)  
New Computerised Transit System  
Transit Declaration Completion

Customs Information Paper (6)  
Registered Exporter (REX) system incorrect use of Generalized System of Preferences form A

Customs Information Paper (5)  
Extension to implementation date of the change in approach on indirect representation for some customs authorisations holders

Customs Information Paper (3)  
Change of address for the submissions of rejected imports claims

# Federation Companies 2019/2020

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

### Birkenhead

Sterling Shipping Agencies

### Birmingham

Pan Line Ltd

### Bristol

Osprey 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

Maersk Line UK & Ireland

### Glasgow

Henry Abram & Sons Ltd

### Goole

Danbrit Shipping Ltd

### Grangemouth

Denholm Wilhelmsen Ltd

GAC Shipping (UK) Ltd

W. Knight Watson & Co Ltd

### Grimsby

Inchcape Shipping Services Ltd

## Hull

Ahlmark Shipping (UK) Ltd  
Dan Shipping & Chartering Ltd  
J R Rix & Sons Ltd  
John Good Shipping Ltd  
Thos. E. Kettlewell & Son Ltd  
Yorkshire Shipping Ltd

## Hythe

ChannelPorts Ltd

## Immingham

Carlomb 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

## 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  
O'Keeffe & Partners  
S5 Agency World Ltd  
Sequana Maritime Ltd  
Simpson, Spence & Young 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

## Portslade

Shoreham Port Authority

## Portsmouth

MMD (Shipping Svs) 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  
Shoreham Port Authority

## South Shields

NSA UK Ltd

## Southampton

Wainwright Bros & Co Ltd

## St Helier

St Helier Port Services Ltd

## St. Peter Port

Allied Coasters Ltd

## Stallingborough

Selvic 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

### Guayaquil

Andinave

### Geneva

SGM Shipping Services SA

### Georgia

Asa 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

### St Petersburg

Kalinka Shipping Ltd





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