



# ICS Examiners Report May 2021

## PORT AGENCY

### Overall Comments Guidelines

The overall standard for the Port and Terminal examination in May 2021 was high. Students answered a range of questions on laytime, marketing, General Average, operations, bills of lading, cargoes and trade routes and major trading certificates. Concerns remain regarding the quality of maritime geography displayed particularly in the poor quality of map work displayed in the exam.

### Overall Comments

The questions were selected from within the port agency syllabus. And covered a number of topics including laytime, law of agency, marketing, general average, abbreviations, cargoes and major trade routes.

### Question one- Laytime

Although only a nominal number of students achieved full marks for this question, it was encouraging that a large percentage of students were able to create formal laytime presentations. The majority of students were then able to define the salient aspects of the laytime calculations and were able to achieve on average, better than a pass mark. Many students made minor errors in the interpretation of laytime counting around the weekend period.

### Question Two:

The question asked for the students to convey some understanding of the legal concept of the law of agency and how this then applies to the port agent. This was reasonably well answered; most students were aware of the concept of "As agents only" but struggled to supply effective examples of breach of warranty of authority.

### Question Three

The question on marketing was reasonably well handled, the better answers focused on the specific requirements of the trade and were able then to offer added value services such as transport, stevedoring and customs that were a requirement of the trade.

The weaker answers were less specific about the requirements of the customer.

### Question Four

The question on the port agent's role in General average was well handled. Most students were able to advise the general principles of general average and outline the import role which the port agent plays, particularly in the role of assisting with general average and bonds and working in conjunction with the average adjuster.

### Question Five

The question on bills of lading was very well handled by the vast majority of students who attempted it. Many could give a good overview on the importance of the bill of lading in international trade as well and supply examples to improve the position for the master and owners.

### Question Six

Abbreviations were generally well handled with the exception of ARAG, which tended to be either avoided or poorly but the students, perhaps this is linked to the general poor quality of maritime geography

### Question Seven

The question on map work and trade routes was generally well handled by the students with good levels of knowledge displayed on both crude oil and grain cargoes. The students did seem to struggle with the concept of mapwork and a number of basic errors were made in highlighting load and discharge port locations. Another issue was an inconsistent use of tonnages being supplied by students.

### Question Eight

The question on trading certificates was a "banker" for students with a large percentage of the students who attempted this question achieving high pass marks