



ICS Examiners Report

PORT AGENCY

Overall Comments Guidelines

The overall standard for the Port agency examination in May 2023 was reasonably high, although students struggled with the laytime question, and there was only a nominal amount of correct answers. Many students continued to struggle where there are multi part aspects to the question.

Overall Comments

The questions were selected from within the port agency syllabus. Questions were set on laytime, operational issues, relevant abbreviations, ships certificates, general average, cargoes and trades and legal aspects of port agency.

Question one- Ships Operations

Generally, this question was well handled, and most students were very comfortable in discussing the three properties of the bills of lading and their usage in International trade. This was encouraging

Most students were also able to offer some viable alternatives operationally that included the usage of mate receipts and also replacing damaged cargo.

The majority of students who attempted this question tended to receive high marks.

Question Two: Marketing -Potential Grain Client

This is in effect a two-part question with and adjunct that the student is expected to offer a formal proposal.

The majority of students were able to offer a formal proposal which was encouraging.

Most students tended to skim and undersell the company information. A range of detail could have been used here such as History, Professional standing, specific experience, office network, ISO, client testimonials, Health and safety, Details of senior staff, Competitive fees, details on communications.

The students did well in most case to mention relevant added value services.

Question Three - Abbreviations

The question on abbreviations was generally well handled with the majority of students able to comfortably discuss FONASBA, BIMCO, FIOST and DWAT, some students struggled with the ITF abbreviation

However generally students who attempted this question achieved high marks

Question Four Ships Certificates

This is a very popular question and students tend to score heavily when they attempt this question. Students were able to offer a wide knowledge on the ships certificates which a ships master would present to the boarding agent.

Students who attempted this question achieved very high marks

Question Five- Laytime.

The laytime question was challenging for students, and it was concerning that so few achieved the correct result. What was more encouraging was the number of students who produced good quality laytime statements which enabled them to achieve pass marks despite not achieving full marks.

Question Six – General Average

The question on general average was very well handled. The vast majority of students were able to give a good general understanding on general average and utilised a number of phrases specific to this niche aspect of the shipping industry such as: - peril, voluntary sacrifice, port of refuge and common adventure.

The students were also able to offer the additional requirements at the port of discharge such as working with the loss adjuster and displaying awareness of average bonds.

Question Seven- Marketing -Cargoes and Trading routes

A question which created modest answers with some incorrect vessel types chosen for the grain trades, specifically the use of Cape Size bulkcarriers which is highly unusual for grain trades. The quality of map work was generally good, although in many cases incorrect load ports were selected for both grain and crude oil.

Question Eight Breach of warranty of authority

This was well handled, although it was not a particularly popular question. The students who chose to attempt the question generally achieved good marks.

Students were able to discuss the concept of Breach of warranty of authority with and without negligence.

The students who achieved the highest marks were able to provide examples to enhance their answer.