THURSDAY 27th November 2014 – MORNING

LINER TRADES

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. The introduction of a large volume of both new and larger container vessels has impacted on revenue for carriers.
   
   a) Suggest ways in which carriers combat this challenge in today’s market.
   b) Give an example of a trade route where measures outlined in part (a) have been successfully employed.

2. Draw one of the following types of vessel and describe within the drawing the main features of such a vessel. Also describe two trade routes where the vessel would generally operate and the main types of cargo carried.
   
   a) Panamax Container Vessel
   b) Post-Panamax Vessel
   c) Refrigerated Cargo Vessel.

3. Following the arrival of a container from a designated origin the consignee determines that the cargo has sustained water damage.
   
   a) Describe briefly the procedures and actions that should be taken by both:
      i. the Consignee
      ii. the Shipping Line or Agent.
   
   b) Explain what is meant by clean bill of lading and how would an unclean or claus ed bill of lading affect the above claim?

PLEASE TURN OVER

The Institute of Chartered Shipbrokers examinations November 2014
4. a) Using an organisation chart show the key functions and responsibilities of a Liner Operating Company (show sub-departments where applicable).

b) Using **two** functions of the company expand on their roles within this structure.

5. Bunker costs for the liner trades is a key cost component of the voyage cost due to the high price of marine fuel in recent years.

a) Using the world map provided and selecting **two** trades of your choice, show details of where you would bunker your vessels on these trades and describe the benefits of these locations.

b) Low sulphur fuel restrictions are increasingly impacting various regional sea areas. Discuss the impact of these restrictions on carriers and shippers in these areas.

6. End to End, Pendulum and Round the World services are all terms for specific types of liner services.

a) Using examples describe how each of these operates, giving details of advantages and disadvantages where applicable.

b) Outline the likely development of these services over the next 5-10 years and whether some will decline and others will grow and why.

7. Define and comment on **four** of the following, outlining their role and importance within the liner industry:

   a) IACS
   b) FONASBA
   c) IMO
   d) MTO
   e) BIMCO
   f) UNCTAD
8. Bills of lading are important in the contract of carriage in international trade.

   a) Briefly outline the **three** main functions of the bill of lading.
   b) Explain **three** of the following clauses and why they are important:

   i. Himalaya Clause
   ii. General Average and Salvage
   iii. Notice of Claim, Time Bar
   iv. Scope of Voyage, Deviation
   v. Compensation and Liability provisions
   vi. Merchant Packed Containers