

General comment

In general terms, the majority candidates attempting the 2015 November examination were well prepared and produced well informed answers although, it was evident that some failed to put in place a structured revision programme and, as a result, were unable to convey enough knowledge of the subject matter at hand.

With regards to two-part questions, an effort was made to restructure the paper whereby candidates were specifically asked to 'answer both parts of the question'. However, many students concentrated on the first part and did not answer the second part completely which lost available marks.

As with previous years, the underlying message to students sitting the April 2016 examinations is to prepare well, understand the question and structure your answer prior to attempting your answer. Finally, it must be understood that the Institute's examinations are designed to be robust, relevant and respected by the industry and, therefore, preparation for the exams and revision must be a fundamental part of your study plan.

Question 1

Generally, those who attempted this question did not explain their understanding of the EDI concept and, indeed, some students confused Electronic Data Interchange with other modern communication methods such as email and text.

A few students gave good answers and were able to provide specific examples of EDI replacing traditional documents such as Standard Shipping Note, Mate's Receipt, Delivery Order, Manifest etc etc and comment upon its obvious strengths and weaknesses.

Question 2

This question required the studentse to have a general understanding of Bills of Lading and it is pleasing to report that most of the students attempting this question provided well informed answers.

In some instances, a few students confused the 'through B/L' and the 'multi-modal B/L' whilst it was evident that others lacked overall knowledge and made the wrong assumptions in relation to the various B/L types and their uses.

Question 3

This two part question was poorly answered by a large number of candidates who showed a lack of structure.

The first part of the question covered the role of the IMO and many answers drifted into a explanation of all they know about the organisation missing many crucial points.

The second part required the student to demonstrate an understanding of how the conventions are implemented and enforced, including the role of Port State Control and, in some instances, the this second part was not answered at all.

Question 4

Overall those candidates who attempted this question provided quite reasonable answers and were able to convey their knowledge of the chosen organisation well.

It was notable that, in many papers, this question was answered last and quite a few students failed to answer the required four organisations. Regardless of whether this was a result of time management or lack of knowledge, marks were lost which may have been crucial to the overall outcome of the paper.

Question 5

This S&P question was popular and was attempted by many candidates and, overall, some well constructed and informed answers were submitted.

Those who were graded poorly in this question missed important aspects covering the range of second-hand, newbuilding and demolition markets and, often, the circulation of ships from a database, inspection and sale documentation and the need for professional qualifications were over looked.

Question 6

In this question, many students were able to choose four terms and explain, in detail, their meaning as well as being able to identify aspects relating to transfer and associated risk.

However, some students failed to attempt the second part of the question relating to their application in international trade which may show a lack of overall knowledge in the extended subject matter.

Question 7

This was a popular question.

In part one; few candidates discussed the Chamber of Commerce and the vital role they play in the validation of documents, translation services and the promotion of overseas trade.

Part two provided some good answers in which many candidates focussed on those functions on the International Chamber of Commerce which affected international shipping.

Question 8

Those who attempted this question conveyed good knowledge and provide a wide variety of associated related aspects.

The general understanding of insurable interest was decent and most identified the carrier's risk, freight at risk, commissions due and the underwriter's interest.

Many students focussed on the cargo interest, overall shipping costs and both the hull and charterer's interest.