



MINISTÈRES
TRANSITION ÉCOLOGIQUE
COHÉSION DES TERRITOIRES
MER

*Liberté
Égalité
Fraternité*

CONCOURS EXTERNE D'OFFICIERS/ÈRES DE PORT ADJOINTS

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ÉPREUVE N°2

ANGLAIS

Version et thème faisant appel à des connaissances en
anglais de niveau élémentaire à caractère maritime

(durée : 2 heures – coefficient : 1)

**RAPPEL AUX CANDIDATS : AUCUN SIGNE DISTINCTIF NE DOIT APPARAÎTRE
SUR LA COPIE ET LES INTERCALAIRES**

ÉCRIRE A L'ENCRE BLEUE OU NOIRE EXCLUSIVEMENT

**L'USAGE D'UN DICTIONNAIRE ENTièrement RÉDIGÉ EN ANGLAIS
EST AUTORISÉ**

Ce document comporte 3 pages y compris celle-ci

Version

Marine insurance plays an important role in the shipping industry and in shipping law. Most shipowners carry hull insurance on their ships and protect themselves against claims by third parties by purchasing "protection and indemnity" (P&I) insurance. Cargo is usually insured against the perils of the sea, which are defined as natural accidents peculiar to the sea. For example, storms, waves, and all types of actions caused by wind and water are classified as perils of the sea.

When a ship strands or collides with another vessel, cargo loss or damage may occur. If the damage was caused by a sea peril or an error in navigation, the carrier will not be liable if the goods were being carried under a statutory or contractual provision based on the 1923 Brussels Convention on Limitation on Liability. If, however, the damage was caused by the carrier's failure to exercise due diligence to make the ship seaworthy and to ensure that it was properly staffed, equipped, and supplied, the carrier will be held responsible.

Marine insurance is a broad category that includes several types of specific coverage. An insurance professional who specializes in marine insurance can walk you through potential risks and available insurance products. Key coverages include:

- Cargo insurance—covers product losses when products are being transported overseas or warehoused prior to or following overseas transport.
- Hull and machinery (H&M) insurance—coverage for damage to a vessel's hull, machinery and equipment caused by collisions and other ocean perils.
- Marine liability insurance—broad business liability coverage for specific types of marine businesses, such as boat dealers, rental companies, shipbuilders, terminal operators and others.
- Marine pollution insurance—covering costs associated with pollution from fuel spills and other events. Some pollution coverage may be added to a general marine liability policy.
- Protection and indemnity (P&I) insurance—often offered in conjunction with marine hull insurance, this covers ship owners against liabilities for property damage and bodily injury.

Marine insurance policies include limitations in coverage amounts and types of incidents covered. While certain events may not be covered by a standard policy, you may be able to supplement your policy with special riders or endorsements. Exclusions may include losses caused by:

- War or military action.
- Riots or other civil strife.
- Mold, mildew and dampness.
- General wear, tear and weathering.
- Marine life.

Bear in mind, too, that marine cargo insurance covers losses when products are transported overseas by ship or airplane. That coverage ends when products continue their journey overland by rail or truck. To continue coverage for ground transportation, you'll need an inland marine policy. Some insurers also offer worldwide cargo policies that combine all forms of transit. Talk to your insurance professional about the best options for your business.

Thème

- 1) Les navires immatriculés dans un pays membre de l'Union Européenne doivent être déconstruits dans un chantier sécurisé et reconnu par la Convention de Bâle, en tant que chantier de recyclage des navires marchands.
- 2) L'Agence Maritime pour la Sécurité Maritime (EMSA) fournit l'expertise technique et l'assistance de terrain pour anticiper tout problème de sécurité maritime, de pollution marine ou de sûreté à bord.
- 3) Tandis que la sécurité indique par une situation dangereuse causée par un problème matériel, la sûreté se définit par un problème lié à une malveillance.
- 4) L'État possède autorité et devoir de contrôle sur le navire immatriculé à son pavillon.
- 5) Le Passage Plan définit la route que le navire suit d'un port à un autre. Il liste les outils que le navire utilisera et anticipe les dangers qu'ils pourrait rencontrer pendant son voyage.
- 6) Le coefficient d'arrimage est le chiffre qui exprime le volume occupé, en pied cube, par une marchandise donnée.