



**MINISTÈRE
DE LA TRANSITION
ÉCOLOGIQUE
ET DE LA COHÉSION
DES TERRITOIRES**

*Liberté
Égalité
Fraternité*

**CONCOURS EXTERNE
D'OFFICIERS/ÈRES DE PORT ADJOINTS
SESSION 2023
2023-OPLTN2-20**

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 03 pages y compris celle-ci

Version (12 pts)
(translate into french)

The shore players

I-THE SHIP AGENT

In order to reduce call times and to facilitate the operations, qualified shore agents will be necessary to prepare the arrival of the vessel, the commercial operation as well as her departure.

The ship agent is a representative of the shipowner. They will work for different shipowners, but as far as possible not serving the same geographical lines in order to avoid distorting competition. Their activity is supervised by a law dated 3 January 1969.

When loading, the agent takes charge of the reception of the goods which will coincide with the delivery of the goods in a warehouse or on the wharf.

The ship agent will check the goods and will possibly take exceptions.

The bill of lading will then be delivered and the agent will sign it on behalf of the captain, thus on behalf of the carrier, will tax it after checking the mandatory particulars and the loading qualifications, then the agent will collect the freight (if planned) and will keep an eye on the loading of the goods on the vessel.

II-THE MARITIME AGENT

The biggest shipping companies operating on regular lines have in the main ports, representative agencies managed by maritime agents. These are called "integrated" agents.

These agents act as a ship agent but they also have commercial responsibilities.

III-THE FORWARDING AGENT

The term "forwarding agent" is well-known but their precise role is rather tricky to define. Their function doesn't have a definite legal status and represents different jobs.

Roughly, we can say that the ship agents represent the ship and the forwarding agents the goods.

The forwarding agent is a commercial representative who will work mainly for the shipper or
consignee.

The forwarding agent usually specializes in a means of transport, a line or a type of product.

This specialization is quite important to have a good knowledge of the documentation to be filled (visas, certificates, different declarations...)

IV-THE SHIPBROKER

The commercial code (article 71 and 90) defines the shipbroker as being a middleman for

a commercial act which links two parties to a legal act and doesn't represent any of them. The charter-party can be signed directly between a shipowner and a charterer. Their main role is to keep the client informed on the evolution of the market and to keep them up to date on the shipments offers and the available vessels.

V-THE STEVEDORING SERVICES

The law assigns two roles to stevedoring agencies:

- the loading and unloading of the goods and all warehousing or wharf operations which are carried out before or after the loading and unloading operations;
- an additional role if required by the vessel, the shipper or the consignee which includes the tallying, reception and care of the goods prior to loading, the tallying, reception and care of the goods after unloading.

Stevedores are responsible for the damages they can be blamed for.

They will be held responsible, for example, if they use inadequate equipment or in case of bad stowage.

Thème (8 pts)

(Translate into english)

- 1) L'avarie générale implique nécessairement le sacrifice d'une partie de la cargaison ou du navire.
- 2) Les conteneurs ont été endommagés en raison d'un ripage à bord.
- 3) Les mouvements complets du gouvernail doivent être évités ou utilisés uniquement en cas d'urgence.
- 4) Les sociétés de classification sont responsables de la sécurité et de la navigabilité du navire.
- 5) Les marchandises sèches sont transportées dans des cales, tandis que les marchandises liquides sont contenues dans des réservoirs.
- 6) Selon les critères de l'échelle de Beaufort, les vents forts sont classés en tant que coup de vent, fort coup de vent, tempête, tempête violente et ouragan.
- 7) Le contrôle des navires par l'État du Port vise à améliorer la sécurité maritime par un meilleur contrôle des navires dans les ports.
- 8) La cloison renforcée qui sépare le pic avant de la première cale est la cloison d'abordage, conçue pour empêcher l'entrée d'eau en cas de collision.