UNIT 16 INSTITUTIONAL ARRANGEMENTS FOR RESOLVING SHIPPERS' PROBLEMS

Structure

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16.0 OBJECTIVES

After studying this unit you should be able to:

- outline the need for institutional arrangements for resolving shippers' problems
- explain the types of consultation arrangements prevelant in different countries
- describe the consultation arrangements in the United States and Australia
- explain the consultation arrangements in India and their limitations
- outline the salient features of the UN Code.

16.1 INTRODUCTION

You know that the movement of shipping cargo takes place either in bulk or in break-bulk and, accordingly, the shipping services are divided into two broad categories viz., 'Tramp Shipping' and 'Liner Shipping'. You also know that the chartering of tramp ships is done on the basis of free interplay of market forces where the shipowner and the charterer fully negotiate the terms and conditions prior to the signing of a charter party. But in liner trade, while the shipowners who provide the scheduled services on the basis of prefixed route/routes and the published tariff organise themselves into cartels, popularly known as 'conferences', and act as a cohesive force, the shippers who are highly scattered are not that well organised. Hence, there is need to safeguard the interests of shippers and maintain harmonious and amicable relation between the two for which an organised system of regular consultation becomes necessary. In this unit, you will learn about the matters of common interest to shipowners and shippers, the need for regular consultation, and the details of institutional arrangements made by various countries for the purpose

16.2 THE NEED FOR INSTITUTIONAL ARRANGEMENTS

Regular consultation and negotiations between the shipowners in liner trade and the shippers is quite important. Any time the shipowners plan to increase freight rates it involves consultation with the shippers. However, it is observed that the shipowners are usually reluctant to produce the meaningful data and information to support their reqirements for an increase in freight rates. This often leads to a difference of opinion and may cause some misunderstanding. Therefore, in order to maintain a harmonious and amicable relationship between the two, there is need to provide for regular discussion and have a proper consultation machinery for the purpose. This becomes all the more necessary on account of the organised character of the liner shipping conferences as against a large number of individual users of their services who are often in a weak bargaining position.

The UNCTAD Code for Liner Conferences which came into force on 8th October, 1983, specifies in the preamble, inter-alia, the fundamental objective and principle "that conferences hold meaningful consultation with shippers' organisation, shippers' representatives and shippers on matters of common interest." According to the definitions given in Chapter 1 of the Code, a shippers' organisation is identified to what is nowadays called a 'Shippers Council'. The Code also makes a mention about the need for 'Consultation Machinery' as given in Article 11.1. It clearly states that "there shall be consultation on matters of common interest between a conference, shippers' organisations, representatives of shippers and, where practicable, shippers, which may be designated for that purpose by the appropriate authority if it so desires. These consultations shall take place whenever requested by any of the above mentioned parties. Appropriate authorities shall have the right, upon request, to participate fully in the consultations, but this does not mean that they play a decision making role."

The matters of common interest for consultation may include:

1. Adequacy of shipping space and quality of services;
2. Changes in general tariff conditions and related regulations;
3. General Rate Increase (GRI) and rates for major commodities;
4. Promotional and/or special freight rates;
5. Imposition of, and related changes, in surcharges;
6. Loyalty arrangements, their establishment or changes in their form and general conditions;
7. Changes in the tariff classification of ports;
8. Procedures for the supply of necessary information by shippers concerning the expected volume and nature of their cargo; and
9. Presentations of cargo for shipment and the requirements regarding notice of cargo availability.

Check Your Progress A

1. What does make it necessary to have an organised system of consultation between the shipping conferences and the shippers?

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2 List five areas of common interest for consultation between the shipping conferences and the shippers.

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16.3 MAJOR CONSULTATION ARRANGEMENTS

Different countries have sought to protect the interest of shippers in different ways. In some countries such as USA, Canada and Australia, governments play an important part in monitoring the activities of shipping conferences and protecting the interests of their trade against anomalous and discriminatory freighting practices. In West European countries and UK some arrangements have been developed to resolve the conference shipper related problems. This is sought to be achieved through a system of consultations on a regular basis between the representatives of the shipping conferences on the one hand and representatives of national or regional level shippers' organisations with voluntary membership on the other, without the involvement of governments of the respective countries. In India, regional-level shippers associations, the All-India, Shippers' Council and the concerned Government Departments like the Ministry of Commerce (Infrastructure Division) help the shippers in resolving their problems with the Shipping Conferences/Lines through the process of regular consultations. Apparently, the major consultative arrangements can be divided into two broad categories as follows:

1 **Voluntary Arrangements:** As in countries of Western Europe and UK where the shippers are well organised and have formed shippers councils at national level purely on voluntary basis without much of government support and so also at regional level. There exists an European Shippers Council with its headquarters at Hague, Netherlands.

2 **Legislative Method:** As has been done in some of the developed countries, e.g., USA, Canada and Australia where the governments have passed necessary legislation to that effect.

16.4 LEGISLATION IN UNITED STATES

The U.S. legislation for liner service is based upon a compromise between free competition ideals and practical considerations regarding maintaining a regular and reasonable service. The result is a regulatory system giving the liner companies a certain freedom to agree upon how to service the trade, subject to governmental control.

The Government plays an important role in regulating the activities of both US and foreign shipping lines in the country's import/export trade through the Federal Maritime Commission (FMC), established under the shipping Act, 1916. The Commission guards against unauthorised monopoly in the water-borne commerce of the United States to protect the interests of exporters and importers by maintaining surveillance over conferences and common carriers by water with respect to their rates, practices, services, etc. It has two tasks : (1) to administer the Shipping Act of 1916, and (2) to foster the growth of a national merchant fleet.

16.4.1 Basic Features of Shipping Act of 1916

The Act covers liner shipment and uses the expression 'common carrier' which, for all practical purposes, may be taken as a liner vessel. The Act requires every carrier/conference to maintain and keep open to public inspection all tariff it has published. It forbids:

a) deferred rebates i.e., a system whereby a rebate is given to the shipper who sends al his cargo with the same carrier/conference;

b) fighting ships i.e., ships used for the purpose of driving another carrier out of the trade;

c) retaliation against a shipper who has made a complaint;

d) unjust discrimination against a shipper; and

e) discrimination the purpose of which may be to injure competing carriers, or unfairly draw traffic from its natural routing, or treat shippers differently even though they are in the same situation.

The shippers can also approach the Commission under its informal/formal complaints procedures for redressal of their grievances in regard to freight rates of any conference/carrier considered discriminatory or unfair. However, the dual rate system according to which the lower rate is available for a shipper who agrees to give all his cargo (or a fixed portion) to the carrier or the conference (loyalty agreement) is allowed. The FMC has the authority to withdraw the permission for dual rate system if it finds that the system is detrimental to the commerce of US, contrary to public interest or unjustly discriminatory.

The Act also requires the filing, with the approval by FMC, of all agreements including conference agreements. Such approval, among other things, requires:

a) that all shippers can obtain the lower rates on equal terms and conditions;

b) that the contract is not (i) detrimental to the commerce of the U.S., (ii) contrary to the public interest, and (iii) unjustly discriminating or unfair as between shippers;

c) that the contract permits prompt release of the shipper when carrier/conference upon reasonable notice cannot supply sufficient space for shipper's cargo, the shipper is free to have his goods carried by another carrier and such carriage shall not be deemed to be a breach of the dual rate contract;

d) that the rates shall not fluctuate too much, and once a tariff has become effective it shall not be increased within a period of ninety days;

e) that the contract covers only those goods for which the shipper has the legal right, at the time of shipment, to select the carrier;

f) that the contract shall not oblige the shipper to divert shipment of goods from natural routings not served by the conference;

g) that the damages payable for breach of contract shall not be excessive;

h) that the contract allows the shipper to terminate the contract at any time, without any penalty, upon 90 days notice;

i) that the difference between the two rates (the spread) does not exceed 15 per cent of the ordinary rates; and

j) that the contract excludes bulk cargo.

16.4.2 The 1984 Legislation

In 1984, the Shipping Act was amended in many important respects primarily for extending the exemptions from the antitrust legislation. The main purpose of the change has been:

1 to establish a non-discriminatory regulatory process for liner service to and from the U.S. with a minimum of governmental intervention and regulatory costs;

2 to provide an efficient and economic transportation system, insofar as possible in harmony with international shipping practices; and

3 to encourage the development of an economically sound and efficient U.S. flag liner fleet capable of meeting national security needs.

Some of the major changes are as follows:

a) The liner may agree upon intermodal through rates.

b) The concept of 'public interest', being one of the tests for approval of a conference agreement under the 1916 Act, has been substituted by the concept of

'reasonableness'. What is considered unreasonable so that an agreement cannot be accepted, is a matter of opinion but the intention has, undoubtedly, been that the policies of anti-trust would be of less importance than earlier. If an agreement is considered harmful to the shippers, this should be evidenced in a commercial sense.

c) The procedural rules for reviewing conference agreements by FMC have also been simplified and substantially changed. If an agreement is approved by FMC under the new rules, it implies that FMC shall not to challenge its validity i.e., it will not ask the courts to declare the agreement unlawful.

d) The anti-trust immunity has been extended. If one inadvertently (in good faith) acts outside an immunity provision, one is not necessarily hit by the anti-trust sanctions. It is also worth mentioning that the treble damage sanction is taken away.

e) A new prohibition deals with loyalty contracts. Such contracts are illegal unless they are "in conformity with the anti-trust laws".

f) In order to take countermeasures in case of discrimination of U.S. flag vessels, the powers of FMC have been broadened.

g) The negotiating power of the shippers has been substantiated.

Three points are of particular interest:

a) Any conference agreement must provide that any member of the conference may take independent action on any rate or service item required to be filed with the FMC.

b) Service contracts between conference/carriers and shipper have been authorized. A service contract may contain a commitment by the shipper to provide a minimum quantity of cargo over a fixed time period, and the carrier may commit itself to a certain rate (or rate schedule) and a certain service level.

c) Legal recognition is given to shippers associations.

16.5 AUSTRALIAN TRADE PRACTICES LEGISLATION

During the 1960's the Australian Government examined and formulated legislation aimed at the elimination of all collusory pricing practices and the justification of prices charged by those operating in a monopoly situation. It was enacted in 1970 as the 'Restrictive Trade Practices Act', which was subsequently amended in 1972 providing tough penalties on manufacturers or traders who sought to enhance the profitability of their activities by unfair trading practices such as collusive price fixing or monopoly pricing.

Australia exports great volume of agricultural, pastoral and mineral raw materials and imports an extensive range of manufactured merchandise. It is not a maritime nation and its own fleet carries a relatively small percentage of the cargoes exported in the liner trade. As a result, the bulk of Australia's exports in the liner trade have historically been carried in vessels of other countries like Europe and Japan. This reliance on shipping services, organised within conference, meant that the Australian legislation was forced to provide an exemption for shipping services from the stringent anti-collusion provisions which were to apply to all other suppliers of goods and services, and this was achieved by Part X of the legislation which granted this exemption and provided for some alternative controls.

The Trade Practices Legislation requires shipowners operating within a conference or other similar type of agreement (whether written or verbal) to file a copy of the written Agreement or details of the verbal agreement with the Department of Transport (The Clerk of Shipping). It also empowers the Government to refer any agreement for investigation by the Trade Practices Tribunal and to disapprove it for failure on the part of the conference in complying with the provisions of the law or when they have not given due regard to the need for service by way of overseas cargo shipping to be efficient.

Although the Australian exporters had already organised themselves into a number of Shippers Associations in respect of Australia's major trades, each of these associations was organised to cover only one specific outward trade such as Australia to Europe, Australia to East Coast North America, Australia to West Coast North America, Australia

to Singapore/West Malaysia and Australian General Cargo Shippers. With the amended legislation providing for the designation of a single shipper organisation, the various exporter groups who had previously comprised the membership of the various shipper associations formed a single organisation known as the 'Australian Shippers Council'. It was designated, in 1972, as the body representative of exporters and vested with the statutory authority to negotiate with conferences/carriers in matters related to fixation of freight rates, conditions of carriage, etc. The Act also empowers the Government to participate in such consultations and requires the conferences/carriers to give regard to the points made by its representatives at such consultations.

Check Your Progress B

1 Outline the two forms of consultation arrangements usually adopted by western countries.

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2 List the activities that are not allowed by law in USA in relation to liner shipment.

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3 State briefly the main provisions of Australian Trade Practices Legislation.

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4 State which of the following statements are True or False.

i) The US legislation for liner services is based upon a compromise between free competition ideals and practical considerations.

ii) The FMC has the authority to withdraw the permission for dual rate system if it finds that though the system is discriminatory it is not unreasonable.

iii) The main purpose of 1984 Shipping Act was for extending the exemptions from antitrust legislation

iv) The bulk of Australia's exports in liner trade have been carried in vessels of other countries.

v) The Australia's Trade Practices legislation does not provide for any role to the Government in Shippers' Council's negotiations with the conferences/carriers.

vi) Loyalty contracts are illegal in USA unless they are in conformity with the antitrust laws.

16.6 CONSULTATION ARRANGEMENTS IN INDIA

The organisational set up for consultation arrangements on shipping matters of interest in India consists of regional level shippers associations and All India Shippers Council (AISC), an apex body of Indian shippers at national level. The Government of India set up the Freight Investigation Bureau of India (FIB) as a department within the Directorate General of Shipping (DGS) in 1959, Mumbai with centres at Chennai, Kolkata and Cochin. The FIB which now stands merged in the D.G.S. was vested with the responsibility of keeping a constant watch on the activities of liner shipping companies/

conferences in matters of freight rates, shipping space, shipping facilities, etc. The FIB was instrumental in organising the shippers at regional level and, as a result, a beginning was made towards establishment of shippers associations in early 1960s, when the first such association came into being in Western India. Presently, following five shippers associations are in existence which provide institutional set up for resolving shippers' problems:

1 Eastern India Shippers Association (EISA) with HQ in Kolkata

2 Western India Shippers Association (WISA) with HQ in Mumbai

3 Southern India Shippers Association (SISA) with HQ in Chennai

4 South Western India Shippers Association (SWISA) with HQ in Cochin

5 Northern India Shippers Association (NISA) with HQ in New Delhi.

The All India Shippers Council which was set up in 1967 is housed in the Federation House which is the office of the Federation of Indian Chambers of Commerce & Industry (FICCI), New Delhi. The AISC represents the shippers at national and international fora. Its membership spans national business organisations such as Federation of Indian Chambers of Commerce & Industry, Associated Chambers of Commerce and Industry of India (ASSOCHAM), Confederation of Indian Industry (CII), Federation of Indian Exporters Associations (FIEO), Regional Shippers Associations, a large number of Export Promotion Councials, Commodity Boards, etc.

16.6.1 Role of AISC

The shippers associations and the All India Shippers Council as the representative bodies of the shippers act as their principal spokesman. The aims and objectives of these organisations are identical. They take up almost all issues of common interest for the benefit of shippers. The main objectives set out for AISC are as follows:

1 To provide mutual consultations between shippers and shipowners/conference lines, port authorities and Government on matters of common interest.

2 To bring together the representatives of various shippers' associations, trade and industrial associations/organisations for consideration and discussion of the problems affecting shippers in India.

3 To represent the views of shippers in regard to the structure of freight rates, availability and adequacy of shipping space, frequency of sailings, terms of shipment, port charges, port facilities, etc.

4 To negotiate and enter into agreements with conference lines/shipowners on matters affecting shippers which involve general principles and policies or on such other matters which any shippers association has been unable to resolve and are referred to the Council.

5 To examine and express the views of shippers on problems relating to transportation of goods by air.

6 To consider the problems faced by shippers in regard to coastal shipping, inland transport, packaging, etc. for export/import cargo.

7 To collect and disseminate shipping information among the members.

8 To represent the interest of the members with other concerned organisations/ government departments so as to safeguard their interests.

9 To organise seminars/workshops and training programmes to create awareness about the developments in the area of trade related logistics.

16.6.2 Other Organisations Involved

Among other organisations which are also helping in resolving the problems of shippers in India include the Ministry of Surface Transport, Directorate General of Shipping, and Ministry of Commerce through its Standing Committee on Promotion of Exports by Shipping, popularly known as SCOPE-Shipping. The SCOPE-Shipping, through its sessions held at different centres in the country has been quite effective in handling

shippers' problems, as the representatives of service organisations and service providers i.e., shipping companies or their conferences, freight forwarders and shippers associations also participate in such meetings.

16.6.3 Limitations of the Consultation Arrangements

There is no doubt that we have quite an elaborate arrangement for resolving shippers problems in the country. But, it suffers from certain limitations which can be summarised as follows:

1 All the shippers are not represented in the associations.

2 The secretarial staff and office space are inadequate. No association, including AISC, has its own office accommodation. They are dependent on one Chamber or the other. The same thing is true of staff. Most of them are depending on the staff drawn from the Chamber where they are housed.

3 Some of the shippers and Chambers of Commerce bypass the associations and make direct representation of their problems to authorities impeding thereby the growth of the associations.

4 They lack resources for making effective awareness among shippers by organising seminars/workshops and training programmes.

5 They have no representation on board of trustees of the ports in their respective regions.

6 They hardly present the cases for negotiations scientifically and more effectively.

On account of the above weaknesses of shippers' organisations, holding meaningful negotiations/consultations with conferences/shipping companies are a casuality. As a result, the conferences or shipping companies often resort to arbitrary and unilateral increase in the freight charges or other types of surcharges, BAF and terminal handling charges without providing any cost data in justification thereof.

Check Your Progress C

1 Name the five shippers associations in India.

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2 Who are the members of the All India Shippers Association?

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3 Tick the correct answer.

i) The Freight Investigation Bureau of India was merged with

a) All India Shipping Association

b) Directorate General of Shipping

c) Standing Committee on Promotion of Exports.

ii) All India Shippers Association represents the shippers at

a) national level

b) international level

c) both the above

iii) The AISA brings together the representations of shippers associations, trade and industrial association for considering the problems of

a) shippers
b) liner conferences
c) tramp trade

iv) The shippers associations in India suffer from

a) inadequate office space
b) inadequate secretarial staff
c) both the above

v) The aims and objectives of various shippers associations

a) differ widely
b) are identical
c) provide for organising seminars/workshops only

16.7 UN CONVENTION ON THE CODE OF CONDUCT FOR LINER SHIPPING CONFERENCES

The adoption of Code of Conduct for Liner Conferences, popularly known as UN Liner Code, in 1974 did give some hope to developing countries like India that shippers problems with regard to stability of liner rates and meaningful consultations with shippers based on relevant cost data would be resolved. The Code provides for the following:

1 Positive role of the Govt. to regulate shipping conferences;

2 40:40:20 principle in the carriage of overseas trade;

3 Outside competition;

4 A majority say for the shipping lines of trading parties in conference decisions;

5 Stability of freight rates for 15 months;

6 150 days' notice by conference for any general rate increase;

7 Consultations based on cost data justifying rate increase;

8 Promotional freight rates for non-traditional items;

9 Re-orientation of loyalty agreements;

10 Mandatory conciliation to resolve disputes; and

11 Review conference after every 5 years.

The Convention came into force in October 1983, almost one decade after its adoption. In India, the Convention was ratified in 1978 but no legislation has been passed in this regard. Consequently, the provisions of the Code remain unimplemented and the consultation mechanism has not been working properly.

During the last three decades or so, due to containerships, operated either by independent liner companies or their consortiums, the liner conferences have not been as strong as they were during 1970s though they continue to be a force to reckon with. Experience has shown that active government support to shippers' bodies with due statutory authority to negotiate with conferences/carriers and its overall authority to monitor and regulate the activities of the shipping conferences is essential, specially where the conference/shippers organisations' balance is tilted against the latter. Moreover, under the changed scenario, for a balanced and meaningful consultation, there is need to strengthen the shippers' bodies by seeking adequate representation of shippers and providing them with necessary teeth through legislative method as in Australia. It is also considered desirable that during conference-shippers negotiations the independent liner-shipping companies or their consortiums are duly associated.

16.8 LET US SUM UP

The need for having arrangements for holding shippers and shipowners consultation/ negotiation on regular basis has arisen owing to the organised character of liner shipping conferences on the one hand and highly scattered and disorganised small shippers on the other. The UN Convention on Code of Conduct for Liner Conferences which was adopted in 1974 also underlined the need for consultations on matters of common interest between the conference and shippers' organisations. The matters of common interest, inter-alia, include adequacy of shipping services, rationalisation of freight rates, special/promotional freight rates, loyalty agreements, port classification etc.

Different countries have tried to protect the interest of shippers in different ways. In Western European countries and UK, the arrangement to resolve conference/shippers problems has been developed through a system of consultation on a regular basis between the representatives of the shipping conferences and the representatives of national or regional level shippers' organisations without the involvement of governments of respective countries.

In countries like USA, Canada and Australia, the governments have been protecting their shippers' interest through legislation. In USA, the US Shipping Act 1984 through Federal Maritime Commission guards the interest of shippers against the monopoly of conference/ common carriers in the water borne trade of that country. The conferences and common carriers in USA are required to file their tariff with the FMC and keep the same open for inspection by the concerned parties and anyone finding it against his interest may lodge complaint in writing or orally with FMC. Only open conference are allowed to operate, the deferred rebate system is outlawed. Even dual rate system can be implemented only with due approval of FMC. Similarly, in Australia, the Australian Trade Practices Legislation originally enacted in 1970 as Restricted Trade Practices Act and subsequently amended to the Trade Practices Act in 1972 aimed at doing away with all collusory pricing practices or monopoly pricing. The Act requires shipowners operating within a conference or other similar type of agreement (written or verbal) to file a copy of the written Agreement or details of the verbal Agreement with the Government Department of Transport (The Clerk of Shipping). They are also required to give an undertaking to the Minister that they will negotiate the terms and conditions of carriage with the designated shippers' body (Shippers Associations or Australian Shippers Council).

In India, the institutional arrangements set up for resolving shippers' problems consist of five regional level shippers associations and the All India Shippers Council (AISC) as the apex body at the national level. Other organisations helping the shippers in resolving their problems include the Ministry of Surface Transport, Directorate General of Shipping and the Ministry of Commerce through SCOPE-Shipping. The shippers associations and the AISC have similar objectives which, inter-alia, include bringing together the shippers for mutual discussion on matters of common interest, collecting and disseminating shipping information among the members, organising seminars/workshops/training programmes on important issues pertaining to technological and legal aspects of transport and trade, and taking the issues of concern to the shippers with the concerned government departments. However, due to a number of limitations like limited membership, lack of funds, inadequate office space and non-availability of regular staff of their own, the bargaining power of these organisations is rather weak. As a result, they (shipowners/conference lines) tend to be unilateral and arbitrary in taking decisions which may adversely affect the interest of shippers.

The shippers and the liner shipping companies in developing countries like India had very high hopes in the UN Liner Code, adopted in 1974, since the same provided for cargo sharing principle, stability of rates and conference-shippers consultation. India ratified the Code in 1978 but no legislation has so far been passed in this regard.

A study of conference behaviour and practices shows that except at places where there is an effective statutory monitoring system (as in USA, Australia and Canada) or where conference power is counter-balanced by equally strong shippers organisations (as in Western Europe and U.K.), conferences have a tendency towards unilateral and autocratic increase in freight rates and surcharges without adequate regard to the shippers' interest. It is, therefore, felt that the institutional arrangement for resolving shippers' problems in India needs to be strengthened and, for that, two pronged action is required. Firstly, the

membership of the organisations should be enlarged so as to make them truly representative bodies and, secondly, providing the necessary legislation as has been done in Australia.

16.9 KEYWORDS

Anti-Trust Legislation: Law for controlling trusts or other monopolies to eliminate the use of unfair and restrictive trade practices.

Deferred Rebates: A system whereby a rebate is given to the shipper who sends all cargo with the same carrier/conference.

Dual Rate System: A system providing for two rates, one (lower) for those who have entered into a loyalty agreement and the other for the rest.

Loyalty Agreement: Pledge by the shipper to patronise or support the same carrier/ conference

Restrictive Trade Practice: A trade practice whereby the supply side is controlled with a view to have collusory pricing or a monopoly.

Scope-Shipping: Standing Committee on Promotion of Export by Shipping appointed to help in resolving shippers' problems through mutual consultations.

16.10 ANSWERS TO CHECK YOUR PROGRESS

B4 (i) True (ii) False (iii) True (iv) True (v) False (vi) True

C3 (i) b (ii) c (iii) a (iv) c (v) b

16.11 TERMINAL QUESTIONS

1 Enumerate the matters of common interest for consultation and describe the role or Liner Code in encouraging meaningful consultations with shippers.

2 What do you understand by the institutional arrangements for resolving shippers' problems. Discuss the measures that have been adopted in USA to safeguard the interest of shippers.

3 Explain the salient features of Australian legislation for curbing unfair trade practices of carriers/conference.

4 Describe the consultation arrangements in India for resolving shippers' problems.

5 "Shippers-Shipowners consultation arrangements in India leave much scope for improvement." Comment and suggest suitable measures for strengthening the same.

6 Write notes on the following :

a) US Shipping Act of 1916 and US Shipping Act of 1984

b) Australian Legislation on consultations in shipping

c) UN Liner Code.

SOME USEFUL BOOKS

1 Roy Chaudhary, E K : Logistics Management

2 Desai, H B : Indian Shipping Perspectives

3 UN/ESCAP : Use of Maritime Transport Volume I and II

4 UNCTAD Shipping Documents

5 Indian Ports Association : Indian Ports

6 Annual Report of the Ministry of Surface Transport

7 Indian Shipping and Transport News

8 INSA : Indian Shipping Journal and Annual Reviews