

INDIAN MARITIME UNIVERSITY
(A Central University, Government of India)

May/June 2017 End Semester Examinations
M.B.A. (Port and Shipping Management) Fourth Semester

Port Economics (PG21T2401)

Date : 08.06.2017

Time: 3 Hrs

Maximum Marks: 60

Pass Marks : 30

Section – A (12 x 1 mark = 12 marks)

Choose the correct answer. Answer all the Questions.

1. The amount of transfer service performed by a port is known as
 - a. Port production.
 - b. Port throughput
 - c. Port turnover.
 - d. None of the above.

2. Benefits from a port to the region occurs
 - a. During the port construction phase.
 - b. During the port operation phase.
 - c. During the port expansion phase.
 - d. During all the above phases.

3. Which of the following is a service provider in a port?
 - a. A Shipping Line.
 - b. A Stevedore.
 - c. A Shipper.
 - d. All the above.

4. Which of the following is an output measure for a carrier?
 - a. Turnaround time.
 - b. Transit time.
 - c. Ton-miles.
 - d. Load factor.

5. A passenger using a port will consider which of the following
 - a. Transit time of the carrier chosen by the passenger.
 - b. Walking time to the port for boarding the vessel.
 - c. Waiting time for boarding the vessel.
 - d. All the above.

6. A port operator's operating option similar to a carrier's frequency of service is
 - a. Port vessel turnaround time.
 - b. Port channel reliability.
 - c. Port berth reliability.
 - d. None of the above.

7. Port congestion occurs when
 - a. Carriers interfere with one another in the usage of port resources.
 - b. Shippers interfere with one another in the usage of port resources.
 - c. Passengers interfere with one another in the usage of port resources.
 - d. All the above.

8. When the percentage increase in long-run costs of the port operator is more than the percentage increase in port throughput, the port-operator is said to be exhibiting
 - a. Consolidation.
 - b. Economies of scale.
 - c. Diseconomies of scale.
 - d. Disequilibrium.

9. A Container Freight Station located outside the port is an example for
 - a. Internal stake holder.
 - b. External stake holder.
 - c. Community stake holder.
 - d. All the above.

10. Which of the following is an external cost associated with using a port?
 - a. Out-door advertising.
 - b. Air pollution.
 - c. External training cost for port employees.
 - d. None of the above.

11. Marine dues of a port is also referred as
 - a. Rent cost.
 - b. Port handling cost.
 - c. External cost.
 - d. None of the above.

12. Return on Investment is also referred as
 - a. Accounting Rate of Return.
 - b. Internal Rate of Return.
 - c. Economic Rate of Return.
 - d. None of the above.

Section – B (5 x 4 marks = 20 marks)

Answer any 5 questions

13. What are the different types of ports? Give an example for each type.
14. List the operating options of a carrier.
15. Explain the shipper demand for port services.
16. How ports can add value to supply chains?
17. Graphically depict the short-run costs of a port-operator and explain the cost components.
18. What are the components of the Total Logistics Cost?
19. Distinguish between indirect impact and induced impact of a port.

Section – C (4 x 7 marks = 28 marks)

Question No. 20 is compulsory. Answer any 3 questions out of the remaining 5 questions.

20. Discuss the factors affecting the efficiency of a port operator and highlight the various operating options that are available to the port operator.
21. Explain the features of a container port and the service networks involving mainline and feeder ports.
22. Discuss the port characteristics that are likely to be important for a shipper in choosing a port.
23. A port offers both agglomeration economies and diseconomies. - Explain with examples.
24. Identify the components of the capital costs and operating costs of a container terminal.
25. What are the advantages and disadvantages of Public - Private - Partnership?

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