

INDIAN MARITIME UNIVERSITY
End Semester Examinations, December 2017
MBA (PSM & ITLM) Semester-III
Elements of Port Management
PG21T2302/PG22T2302

Date: 19.12.2017

Time: 3 hours

Max Marks: 60

Pass Marks: 30

Part- A (12X1=12 Marks)

Answer ALL the question
All questions carry equal mark

1. _____ the Port Authority manages the port infrastructure and heavy superstructure, with private cargo-handling companies providing commercial services
 - a. Public Service Port
 - b. Tool Port
 - c. Land Lord Port
 - d. Private Service Port

2. _____ has to be loaded individually
 - a. Break Bulk cargo
 - b. Liquid Bulk Cargo
 - c. Bulk cargo
 - d. Semi Liquid Cargo

3. The authorized representative in a specified territory acting on behalf of a steamship line or lines and attending to all matters relating to the vessels owned by his principals is called:
 - a. Stevedores
 - b. Customs House Agent
 - c. Steamer Agent
 - d. Terminal Operator

4. The following one is not the benefits of setting performance targets in a Port
 - a. To check the efficiency of use of equipment, labor and other resources;
 - b. To provide incentives for improving performance;
 - c. To provide bonus schemes to motivate workers.

- d. To prepare tally sheets.
5. The following one is not the performance Indicator of a Port
- a. Indicators of Output
 - b. Indicators of Service
 - c. Indicators of time
 - d. Indicators of Utilization
6. _____ is the delay between the ship's arrival in port and its tying up at the berth
- a. Berth Time
 - b. Waiting Time
 - c. Ship time
 - d. Turnaround time
7. Part of Ship's Time at Berth for which labor is scheduled to work is called:
- a. Ship's working time
 - b. Wharf time
 - c. Berth Working time
 - d. Labor working time
8. Following one is not the factor that influence the route that cargo takes through the port
- a. The nature of the cargo
 - b. Shippers' or receives' requirements
 - c. Operational requirements
 - d. Signal efficiency
9. _____ involves preparations for the next shift or day, when the vessel is at berth;
- a. Arrival Planning
 - b. Work Scheduling
 - c. Berth operation
 - d. Berth meeting
10. A complete description of the ship's cargo drawn up by the ship owner or his agent
- a. Manifest
 - b. Bill of lading
 - c. Escrow
 - d. Mate Import/Export Receipt

11. The following one is not the function of a container terminal
- Container classification
 - Container arrival
 - Container storage
 - Container departure.
12. The expansion of ISPS Code is
- International Shipping and Ports Service Code
 - International Ship and Ports Service Code
 - International Ship and Port Facility Security Code
 - International Ship and Port Facility Service Code

Part-B (5X4=20 Marks)
Answer ANY FIVE questions
All questions carry equal mark

13. Explain the importance of ports?
14. Explain the administrative functions of a port?
15. How to reduce the waiting time of the ship?
16. Write short notes on "Growth in world seaborne trade".
17. Write short notes on "Ballast Water Management"
18. What are the arguments for increased private sector participation in the port industry.
19. Why dwell time matters in trade?

Part-C (4X7=28 Marks)
Question No. 20 is Compulsory
Answer ANY Three from the remaining questions
All questions carry equal mark

20. The case relates to M/s. Bay Tig Line (India) Pvt. Ltd. (BTL) against levy of additional berth hire charges by the Hindustan Port Trust (HPT).

Facts of the case:

The vessel M.V. Tig Brid belonging to the BTL was berthed at the Container Terminal Berth (CTB)-II on 13 June 2001. The vessel was seized by the Customs authorities for investigation, as the vessel was found indulging in the carriage of contraband goods during the course of discharge of cargo on 14 June 2001.

Since the vessel M.V. Tig Brid was not allowed to sail by the Customs authorities, the cargo of the vessel was loaded onto another vessel M. V. Tig Sped; and, the HPT authorities were requested to shift the vessel to any convenient berth pending investigation.

Accordingly, the vessel M.V. Tig Brid was shifted to berth WQ-II on completion of discharge of cargo on 15 June 2001, as the Customs authorities did not permit movement of the vessel to outer anchorage. The vessel occupied the berth WQ-II from 15 June 2001 to 19 June 2001. It was, subsequently shifted to mooring as per the requirement of the HPT. The vessel was allowed to sail by the Customs authorities only on 23 June 2001.

The HPT had levied not only normal berth hire but also additional berth hire charges for the period from 15 June 2001 to 19 June 2001 when the vessel was berthed at WQ-II.

The Scale of Rates (SOR) of the HPT prescribes that the additional berth hire charges are leviable only when a vessel continues to occupy the berth after completion of discharge operations or after expiry of the notice period given by the Deputy Port Conservator (DPC) to vacate the berth @ Rs.3150/- / US\$ 150 per hour or part thereof, if the DPC so decides in consultation with the Traffic Manager (TM).

Questions:

- a. Whether berth hire charges for the period from 15 June 2001 to 19 June 2001 for the vessel berthed at WQ-II is justifiable –explain in detail
- b. Whether additional berth hire charges for the period from 15 June 2001 to 19 June 2001 for the vessel berthed at WQ-II is justifiable – comment in detail.
- c. The BTL claims a ship owner cannot be penalized for no fault of his- comment in detail with analysis.
- d. The HPT claims that the Customs authorities had seized the vessel for investigation as the vessel was found indulging in

the carriage of contraband goods. Since the Customs authorities did not allow this vessel even to be shifted to the outer anchorage / mooring inside the harbor, the port had no option but to shift the vessel to another alongside berth WQ-II hence it's justifiable to levy additional berth hire charges- Analyze the situation in detail.

21. Explain the main Services and Facilities provided by a port.
22. Why cargo positioning and stowage on the terminal an important activity of the port?
23. "Political factors affecting world trade and Port Development"- Comment.
24. Environment impacts port development- Discuss
25. Discuss in detail the evolution of ports in a competitive world.
