

INDIAN MARITIME UNIVERSITY
(A Central University, Govt. of India)
End Semester Examination - December 2018
SEMESTER-III
M.B.A (Port and Shipping Management) /
(International Transportation and Logistics Management)
Containerization and Multi Modal Transport
(PG22T2304/PG21T2304)

Date: 29.12.2018

Maximum Marks : 60

Time: 3 Hours

Pass Marks : 30

PART A

(Answer all the Questions)

12x1=12

- 1(a).The containers that come with a regulated temperature control allowing them to maintain a higher temperature is
- A.Refrigerator Container
 - B.Thermal containers
 - C.Double Door containers
 - D.Reefer Containers
- 1(b).The following one is not a non-containerizable cargo category
- A.Roll able cargo with its own wheels or trailers.
 - B.Cargo that is carried on trailers.
 - C.Special project cargo.
 - D.Vegetable and fruits.
- 1(c).The following one is not a feature of containerization
- A.It does not permit door to door service
 - B.No intermediate handling at terminal(port) transshipment points
 - C.Less risk of cargo damage and pilferage
 - D.More favorable cargo premiums
- 1(d).Longitudinal list means
- A.Trim
 - B.Pitching & rolling
 - C.Bow pitching
 - D.Forward stern
- 1(e).The space occupied in cubic meters in the ship's hold by one metric ton of cargo is called
- A.Factor Index
 - B.Stowage factor
 - C.Hold factor
 - D.Stability

- 1(f).Sagging means
- A.Condition where ship is supported more at its ends
 - B.Compression of main deck
 - C.Tension of the bottom/keel
 - D.All the above
- 2(a).The following one is not an advantage of Multi Modal
- A.Reliable, cost effective & safe
 - B.Global Schedules are JIT
 - C.National networking
 - D.Multiple pickup/deliveries: FCL/LCL
- 2(b).The following one is not a feature of Multi-Modalism
- A.Favors EDI in a National network linking the shipper and carrier.
 - B.Provides a dedicated service with each operator/carrier.
 - C.Operates under NVOCC or NVOC arrangements.
 - D.Co-ordinates the best features of the individual transport modes.
- 2(c).The following one is not an element of Multi Modal transport
- A.System concept
 - B.Management and Co-ordination
 - C.Control over cargo
 - D.Regulation
- 2(d).Ships that ply on fixed routes on published schedules is called
- A.Liners
 - B.Tramps
 - C.Chartering
 - D.None of the above
- 2(e).The following one is not a specialized marine vessel
- A.Drilling Vessels
 - B.Ice Breaking Vessels
 - C.Cable Laying Vessels
 - D.Panamax vessel
- 2(f).The main features of Carriage of perishable goods convention is (ATP convention)
- A.Regulation of standards
 - B.Examination and testing of vehicles
 - C.Type approval of equipment
 - D.All the above

PART- B (200 Words)
(Answer any Five out of Seven)

5 x 4 = 20

- 3.Explain Flat rack and Open top containers?
- 4.What are the advantages of container shipping?
- 5.Write short notes on ship stability?
- 6.Explain the advantages of Multimodal Transport?
- 7.Write short notes on:
 - (a)Tare or Un laden weight
 - (b)Gross weight
- 8.What are the factors affecting Mode and route Choice?
- 9.Explain the significance of Hague-Visby Rules?

PART C
**(Question No.10 is compulsory and
any three questions to be answered from the remaining)**

4x7=28

- 10.Discuss the case:

The Carborandum Universal Ltd (CUL) imported a consignment of 'fused Aluminium oxide' weighing 4032 kgs, gross and net 4000 kgs, from Germany as per Shipper's Invoice, dated 11.05.1999. The said cargo was packed in 80 bags and palletized in four pallets and was shipped at Hamburg on vessel Hyundai Highness, owned by the **M.G.International Transports GmbH, (MGI)**(having their office at Germany)Sea carrier for safe carriage and delivery at Chennai. The **MGI** issued clean Bill of Lading, acknowledging entrustment in good order and condition. The vessel Hyundai Highness presumably discharged the cargo in an intermediary port, which resulted in the cargo being carried by another vessel by name Tiger Sea and arrived at the Port of Chennai on 26.06.1999. The cargo of 4 pallets was de-stuffed from the container on 07.07.1999 in a highly damaged condition. The Madras Port Trust annotated the pallets as badly damaged. The CUL local agents demanded survey on 12.07.1999.

The MGI has failed to conduct the survey, resulting in removal of the cargo on 15.07.1999. The National Insurance company, second appellant, arranged for survey of the damaged bags by a licensed independent surveyor, one M/s.Suvega Surveyors. The surveyor issued a detailed survey report, dated 29.09.1999 and established that the total loss, on account of damaged delivery was at Rs.1,85,575/-. According to the CUL, the damage to the cargo and the consequential loss that had been taken place in the custody of the MGI, sea carrier, hence, the suit is filed against the MGI, seeking damages from the MGI and presented before the trial court on 27.06.2000.

- i. Should MGI pay damages to CUL
- ii. Can the same damages of Rs 185,575 to be paid to MGI or lesser?
- iii. Discuss the case in the light of the above situation in detail.

11.What are the factors influencing the changing pattern of international trade distribution?

12.Explain the features of Multi-Modalism?

13.Explain the convention on Rail Transport and CIM

14.Explain the features of containerization?

15.Explain the different types of packing?
