

**INDIAN MARITIME UNIVERSITY**  
(A Central University, Govt. of India)

May/June 2015 End Semester Examinations

**SEMESTER – IV, M.B.A (INTERNATIONAL TRANSPORTATION AND LOGISTICS  
MANAGEMENT)**

**TRANSPORT ECONOMICS (T 1401)**

**Date:05.06.2015**

**Time:-3 Hrs**

**Max.Marks:60**

**Pass Marks:30**

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**SECTION – A**

**(12x1=12 Marks)**

*Answer ALL the questions. All question carry equal Marks*

1. How does the social overhead capital that enables the movement of people and freight to take place is called
  - a) Transport Infrastructure
  - b) Freight Infrastructure
  - c) Transport Economics
  - d) Markowitz Theory
2. What type of decisions talk about what journey to make, by what mode, and at what time are taken by consumers and firms
  - a) Supply side decisions
  - b) Demand Side decisions
  - c) Transport decisions
  - d) Multi Mode Decisions
3. The following one is not a difference in maritime freight
  - a) Distances
  - b) Port Characteristics
  - c) Balances
  - d) Economies of scale
4. The following one is not an element used in cost benefit analysis of public transport schemes
  - a) Infrastructure replacement cost
  - b) Standard Cost
  - c) Replacement cost on non passenger services
  - d) Increased congestion cost
5. What does movement of people and goods refer to
  - a) Traffic
  - b) Freight
  - c) Cargo movement
  - d) Mobility

6. The following one is not the characteristic of a Container
  - a) Airtight
  - b) Stackable
  - c) Lockable
  - d) Unsafe
  
7. Which network is a primary differentiator between transportation systems in established versus remote locations
  - a) Physical network
  - b) Strategic network
  - c) Monetary network
  - d) Operational network
  
8. The following one is not a type of Transport market
  - a) Competitive
  - b) Monopoly
  - c) Duopoly
  - d) Demand & Supply
  
9. Difference in Maritime freight does not depend on
  - a) Distance
  - b) Operational strategy
  - c) Economies of Scale
  - d) Competition
  
10. The demand for transport is said to be
  - a) Monopoly
  - b) Duopoly
  - c) Derived Demand
  - d) Supply oriented
  
11. In transport economics when the marginal cost is below the average total costs or the average variable costs, the Average cost would be
  - a) Declining
  - b) Increasing
  - c) Pull the average cost upwards
  - d) Break even
  
12. Environmental, safety, health, safety and labor policies all affect \_\_\_\_\_ globally, with countries moving at different rates in adoption.
  - a) Transport Supply
  - b) Cargo transport
  - c) Transport demand
  - d) Transport Market

**SECTION – B**

**(5x4=20Marks)**

***Answer ANY five of the following questions. Each answer should not exceed 200 words.***

13. Explain Transport Markets?
14. Explain Handling Cost
15. “Transport systems help overcome the effects of distance”-Discuss
16. Explain in brief about Transport Infrastructure.
17. Write short notes on round trip method.
18. The demand for transport depends largely upon consumers income and price of a particular good-  
Comment
19. “The Nation needs better measures of Urban Transportation Performance”-Comment

**SECTION – C**

**(4x7=28 Marks)**

***Question No. 20 is compulsory. Answer ANY THREE of the remaining questions  
Each answer should not exceed 500 words.***

20. Why are Social Cost important in Transport Economics?
21. How far is transport a homogenous demand? Why does this matter when considering pricing policy?
22. “Transport operations refer to decisions about what type of transport mode to use or provide”-  
Explain
23. Explain three layers of Network?
24. “A demerit good is the same as a negative externality. “With reference to the transport sector, discuss the accuracy of this comment”
25. Since railway carriages, multiple units and locomotives, if used at all may last upward of 30 years and the basic rail network alters very little, what implications does this have when trying to plan for the future? Does the same apply to the road system?

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