



**WEDNESDAY 17<sup>TH</sup> MAY - MORNING**

## **LINER TRADES**

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Answer **BOTH** parts of the question.
  - a) Draw a labelled profile and labelled cross section of **ONE** of the following
    - i. Multipurpose cargo vessel
    - ii. Refrigerated cargo ship
    - iii. Panamax container ship over 10,000 teus
  - b) Describe **TWO** main trade routes for this vessel, including the main types of cargo carried on each route. Use the world map provided to support your answer.
  
2. NVOCC and specialised logistics operators are becoming increasingly significant in the liner shipping industry. Explain why this is happening and what are the advantages and disadvantages to exporters and importers?  
Support your answer with **TWO** trade or commodity examples.
  
3. Your company operates a large fleet of both owned and chartered container vessels on various routes around the world.  
Draw an organisation chart and explain the roles and responsibilities of the key departments and divisions needed to manage such an operation.
  
4. The Transatlantic container trade is the oldest containerised trade in the world and is defined as a 'mature' trade.  
Describe the characteristics of the trade, such as volumes, main ports of call, service structures/vessel sizes and the main commodities moving.  
Use the map provided to support your answer and discuss the likely future developments of this trade over the next 3 years.

**PLEASE TURN OVER**

5. Differences in the supply-demand balance affects profitability in most trades.  
Give examples of where this is a factor and explain what carriers can do to manage both the positive and negative aspects of this.
  
6. You are a carrier entering a revised or new alliance or joint venture service.  
Describe the differences between an alliance and joint venture service network and their respective strengths and weaknesses.
  
7. Describe **FOUR** of the following clauses and their importance to the carrier.
  - i. General Average
  - ii. Himalaya Clause
  - iii. Freight and Lien
  - iv. Return of Containers
  - v. Dangerous Goods
  - vi. Both to blame collision clause
  
8. In the last few years transshipment and relay hubs continue to grow in importance.  
Describe the key reasons why they are important and using **THREE** major transshipment hub ports as examples, explain how they fit into global trading patterns notably with larger alliance structures.