



INSTITUTE OF
CHARTERED
SHIPBROKERS

POSTPONED MAY 2020 EXAMINATION SESSION
MONDAY 6th JULY 2020 – MORNING

LOGISTICS AND MULTI-MODAL TRANSPORT

Time allowed – three hours

Answer any FIVE questions – all questions carry equal marks

Please read the questions carefully before answering

1. Explain in detail **FOUR** of the following terms, and their significance in multi-modal transport
 - i. Rotterdam Rules
 - ii. THC
 - iii. Letter of Credit
 - iv. WTO
 - v. JIT
 - vi. Waybill

2. International cargo liability conventions provide for limits to a carrier's financial liability for loss, damage and delay.

Describe the limits which apply under the different conventions in force for international maritime, air and road transport.

3. Answer **BOTH** parts of the question
 - a. What separate price components would you expect to be included in a quote by a multi-modal operator for the total price for a door to door shipment of a 20ft FCL of general cargo, using sea for the main leg. Use examples from a trade lane of your choice.
 - b. Explain the differences between contract and spot freight rates, and the factors which might determine a shipper's choice between the two options. Use examples from a trade lane of your choice.

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4. Describe the various services which sea ports and their container terminals provide for multi-modal transport and supply chains, and how they can ensure that these services are attractive to users (both lines and shippers/consignees). Use examples to support your answer.

5. Answer **BOTH** parts of the question.
 - a. Describe the key components of a multi-modal door to door transport system, including physical assets, IT systems, and human resources required.
 - b. Explain how these components contribute to the overall efficiency of a supply chain. Use examples to support your answer.

6. Answer **BOTH** parts of the question.
 - a. Explain the purpose and main terms of a contract of sale and of a contract of carriage, when goods are traded internationally
 - b. What is the purpose of including an Incoterm in a contract of sale.

7. You are a shipper of machinery, based several hundred kilometres from a deep sea port, with access to road, rail and short sea feeder services to that port.

Describe the advantages and disadvantages of using each of these three modes to move a consignment to the deep sea port, considering economic, environmental and service-related factors. Use examples to support your answer.

8. Many importers and exporters prefer to use NVOCCs, rather than booking cargo directly with ocean carriers. Explain the reasons for this, highlighting the advantages and disadvantages of this approach. Use examples to support your answer.