



UNIVERSITI KUALA LUMPUR
MALAYSIAN INSTITUTE OF MARINE ENGINEERING TECHNOLOGY

FINAL EXAMINATION
SEPTEMBER 2016 SEMESTER

COURSE CODE : LOB 40203
COURSE NAME : SEAPORT AND TERMINAL OPERATIONS
PROGRAMME NAME : BACHELOR OF MARITIME OPERATIONS
DATE : 13TH JANUARY 2017
TIME : 09.00 AM – 12.00 PM
DURATION : 3 HOURS

INSTRUCTIONS TO CANDIDATES

1. Please **CAREFULLY** read the instructions given in the question paper.
2. This question paper has information printed on both sides of the paper.
3. Answer **FOUR (4)** questions **ONLY**.
4. Please write your answers on the answer booklet provided.
5. Answer all questions in English language **ONLY**.

THERE ARE 4 PAGES OF QUESTIONS, INCLUDING THIS PAGE.

SECTION A (Total: 100 marks)

INSTRUCTION: Answer FOUR question ONLY.

Please use the objective answer sheet provided.

Question 1

Maritime transport and ports are essential components of international trade and goods movement. This has led to enhanced appreciation of the need for sustainable development in ports.

- (a) Determine the term of sustainability in port development. (5 marks)
- (b) Discuss the process involved on port planning in order to enhance the sustainability in long term development. (20 marks)

Question 2

Logistics integration and network orientation in the port and maritime industry have redefined the functional role of ports in value chains and have generated new patterns of freight distribution and new approaches to port hierarchy. The optimized the shipping networks are by rationalizing coverage of ports, shipping routes and transit time.

- (a) Evaluate phase of regionalization in development of port system. (16 marks)
- (b) Explain how hub and spoke transport concept in hub feeder networks. (9 marks)

Question 3

Cargo ships or vessels come in different types and sizes to meet the various demands of maritime cargo transportation. They are points of convergence of inland and coastal transportation systems.

(a) Briefly, define the following terminologies

- i. Forelands port
- ii. Hinterlands port
- iii. Multimodal

(9 marks)

(b) Discuss the factors in favor of multi-modalism from shipper's perspective.

(16 marks)

Question 4

When calling at a port, ship operators are commonly presented with a detailed menu of services. Prices reflect the diversity that exists in terms of the kind of services and service standards offered, as well as the port entities or operators offering and whether the supplier is a private firm or a public infrastructure provider.

(a) There are three main port cost components dealing with the harbor side and the land side of port operations. Examine these components tariff.

(9 marks)

(b) There are eight parties involved the process of payment of bills at port call. Discuss the service cost and variables for each of parties.

(16 marks)

Question 5

Privatization can be either comprehensive or partial. The latter takes the form of a public private partnership and is usually combined with the introduction of a landlord port authority. Comprehensive privatization remains an exception and is not a preferred option for major ports.

- (a) Explain three factors influence the way ports are organized, structured, and managed
(9 marks)
- (b) Discuss four main models of port management.
(16 marks)

END OF EXAMINATION PAPER