

BALLARI INSTITUTE OF TECHNOLOGY & MANAGEMENT

(Autonomous Institute under Visvesvaraya Technological University, Belagavi)

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Course Code

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Fourth Semester MBA Degree Examinations, October/ November 2025

PORT AND AIRPORT MANAGEMENT FOR LOGISTICS**Duration: 3 hrs****Max. Marks: 100****Note:** 1. Answer any FOUR full questions from Question No. 1 to 7.

2. Question No. 8 is compulsory

3. Missing data, if any, may be suitably assumed

<u>O. No</u>	<u>Question</u>	<u>Marks</u>	<u>(RBTL:CO:PO)</u>
1	a. Explain the role of ports in International trade.	03	(3:1:1)
	b. Discuss the factors that drive the competitiveness of ports.	07	(3:1:1)
	c. Describe the core services provided by most ports.	10	(3:1:1)
2.	a. Name at least three each of national and global regulating bodies relating to air transport.	03	(4:2:2)
	b. Enlist the advantages and disadvantages of air cargo / freight.	07	(4:2:2)
	c. Describe the critical functions of DGCA and AAI.	10	(4:2:2)
3.	a. Define labelling of cargo.	03	(5:3:3)
	b. Mention the importance of labelling and the key acts and rules relating to labelling.	07	(5:3:3)
	c. Describe the storage and security measures to be taken during cargo handling.	10	(5:3:3)
4.	a. State the volumetric weights in kilo-grams for 1 CBM (Cubic Meter) for road, ocean and air freight.	03	(4:2:2)
	b. Name few cargo handling equipment at sea ports and airports.	07	(4:2:2)
	c. Describe the most common freight charges for ocean freights.	10	(4:2:2)
5	a. Enlist some changes happening in ports development.	03	(4:4:4)
	b. Describe the five building blocks of strategic port planning process.	07	(4:4:4)
	c. Discuss the latest ship technologies being adopted across the world.	10	(4:4:4)
6.	a. List out different port ownership models.	03	(3:2:2)
	b. Discuss the development happening in container handling and terminal operations.	07	(3:2:2)
	c. Explain the environment and safety concerns of airports.	10	(3:2:2)
7.	a. Define back-to-back AWB and air cargo CONSOL.	03	(5:5:5)
	b. Describe the information management requirements for air cargo.	07	(5:5:5)

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| c. | Discuss the process of measuring and evaluating performance and productivity of cargo handling mentioning key performance measures to be reviewed. | 10 | (5:5:5) |
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8.

Case Study

End of the Shipping Line

Most ships, after 20 to 25 year at sea end up so damaged by the sea and elements, they are no longer economically viable as it costs too much to maintain them. In addition, in order to be competitive, shipping lines like to increase the size of the ships as well as buy / make ships that match latest technologies and development. Many such shipping lines sell-off their old ships for dismantling.

Where do all these old ships end their lives?

Nearly 90% of the ships end up in Pakistan, Bangladesh and India, where they are dismantled, by hand, into sellable chunks of scrap steel and other metals or materials. Nearly half of them die in Alang, a beach in Indian State of Gujarat where 600 or so scrap businesses dismantle 400 ships every year.

The dismantling, is a dangerous and poorly paid job, but as the estimates say this business provides direct and indirect employment to at least 2,00,000 workers.

Despite the governmental protest about the impact of this business on India's image and its workers' health, more and more ships are dismantled here, and there are no signs of abating of this business.

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| a. | Explain the environmental concerns relating the ship dismantling and how it is affecting India both positively and negatively. | 10 | (5:5:5) |
| b. | Describe the terms open registry, flag of convenience and conference relating to international shipping liners. How these affect economies of shipping lines. | 10 | (5:5:5) |

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