



ZIMBABWE EZEKIEL GUTI UNIVERSITY

**FACULTY OF LAW, BUSINESS INTELLIGENCE AND
ECONOMICS**

**DEPARTMENT OF ECONOMICS, MARKETING, AND ENTREPRENEURSHIP
EXAMINATION PAPER**

COURSE CODE : CPS 424
COURSE TITLE : Port management and Shipping
SPECIAL REQUIREMENTS : None
DURATION : 3 Hours
LEVEL : 4.2
DATE : 12 APR 2024

INSTRUCTIONS TO CANDIDATES:

1. No cell phones are allowed in the examination venue
2. Use of silent, non-programmable calculators is allowed
3. Answer ALL questions in Section A and any three (3) questions in Section B.
4. The number of marks for each question or part question is shown in brackets []
5. Begin each answer on a new page.
6. **DO NOT OPEN THIS PAPER UNTIL THE INVIGILATOR INSTRUCTS YOU.**

SECTION A (compulsory)

QUESTION ONE

Read the case below and answer the questions that follow.

Booming in international trade has been contributed due to open policies and advanced technology (Bernhofen et al. 2016). As a result, international seaborne trade has increased significantly with a rate of 4% within 5 years, especially in the container trade which has expanded fastest with an average rate of 8.1% annually between 1980 and 2017, which has increased from 50 million TEUs in 1996 to 148 million TEUs in 2017. This is because of the fact that containerization has become the way to produce, distribute and consume which will keep developing (Rodrigue & Notteboom, 2009). The United Nations Conference on Trade and Development (UNCTAD) projected that the global container trade will continuously increase corresponding to the growing global seaborne trade leading to the enhancement of the global economy (UNCTAD, 2018). Consequently, it has made a huge impact on the capacity of transport infrastructure, creating the congestion problem, which leads to reduce efficiency. Therefore, to cope with the increased demand forcing the service providers with a speedy operation as well as low/reasonable prices, the dry port is the best way since it is crucial for the efficiency of the global logistics and supply chain function by coordinating and integrating among shipping lines, warehousing and inland transport (Bichou and Gtay, 2004; Miyashita, 2004). Rodrigue et al. (2006) mentioned the dry port as an inland port or terminal which has the same function, services and capabilities with a seaport where container movements between seaport and hinterland are connected by using different transportation networks (Rodrigue et al., 2006). Also, in North America, container handling services had been successfully moved to the hinterland by using dry port (Rodrigue et al., 2010). Roso, (2009) also highlighted that for the seaport terminal congestion, although the dry port implementation itself certainly is not a straightforward solution, it could be part of the solution. Slack, (1999)² highlighted that using a dry port and shifting several activities of container ports to the hinterland is a way to tackle the congestion. Furthermore, queueing time at seaport terminals should be avoided and the risk of accidents reduced with the implementation of dry ports by increasing terminal

capacity and managing a lack of space or inappropriate inland access (Roso, 2009). In Myanmar, due to the growth of economy as a result of trade growth, the economy has been growing steadily over the last two decades with average annual rate of around 10 % (Aye, 2012). According to the 2017's information, the World Bank and the Central Bank of Myanmar- The Gross Domestic Product (GDP) in Myanmar was worth 69.32 billion US dollars in 2017 and it is projected to trend around 80.00 billion US dollars in 2020 with an annual growth rate of around 6.80 % in 2020 in line with the Trading Economics global macro models and analysts' expectations.

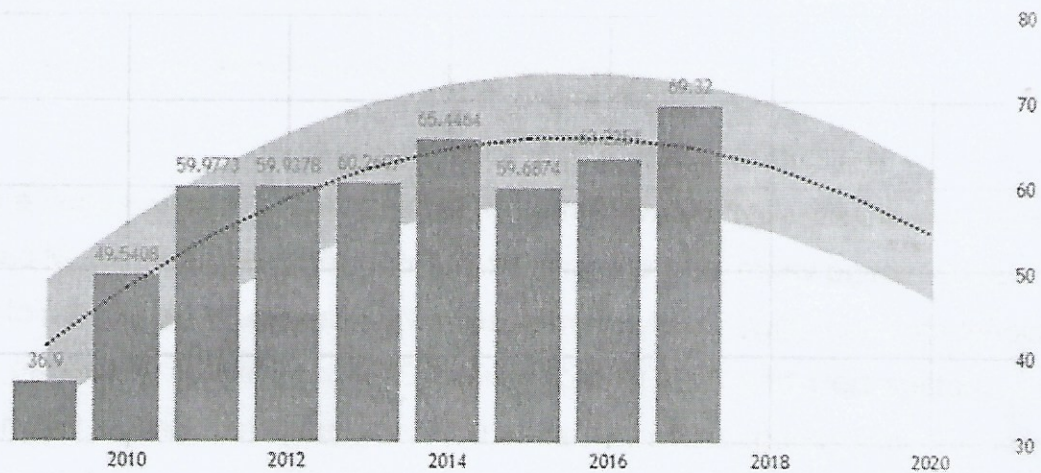


Figure 1:GDP of Myanmar (Source: World Bank, 2017)

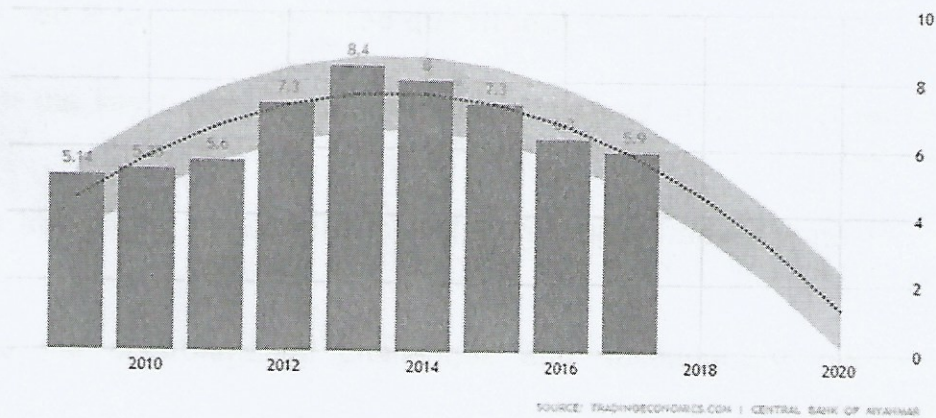


Figure 2: Annual GDP Growth Rate (Myanmar) (Source: Central Bank of Myanmar, 2017)

Moreover, as a consequence of the removal of restrictions on investment and trade by the new elected Myanmar government's market-oriented policy, many private companies were allowed to participate in domestic and foreign trade. As a result, many stakeholders are investing especially in the Special Economic Zone (SEZ) and Port sectors, since these are the major business of Myanmar and the majority of the country's income is from maritime transportation especially from Yangon Port which can handle approximately 90% of the normal import and export. During the recent decade, Myanmar's cargo throughput has been increasing significantly mainly in containerized cargo with an annual growth rate of about 16% (Black et al., 2017). Consequently, it creates a severe congestion throughout the seaport terminals and the roads connecting to the city centre leading to make delays of the process and financial loss for carriers. Therefore, dry port implementation could be a solution to solve the concerning issues by enhancing efficiency such as port capacity and productivity for more vessel calling.

Adapted from : World Maritime University, Aye Nyein Zin

- a. In your own words, draft a problem statement highlighting the areas of concern in this port. (15 marks)

b. Conduct a SWOT analysis for this port

(10 marks)

Section B (answer any three questions)

2. Describe the key functions and processes involved in container terminal operations within a port. (25 marks)

3. Discuss the impact of automation and technological advancements on modern port operations. (25 marks)

4. Analyze the environmental challenges and sustainability initiatives within port operations. (25 marks)

5. Evaluate the economic significance of ports in facilitating global trade and supply chains. (25 marks)

14/4 am