

Name:

Enrolment No:



UNIVERSITY OF PETROLEUM AND ENERGY STUDIES
End Semester Examination, May 2019

Course: World Geography and Major Trade Routes

Programme: BBA FT

Time: 03 hrs.

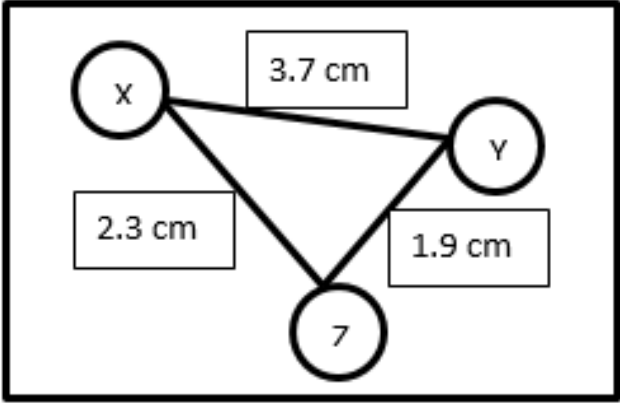
Instructions: This question paper carries four sections. All sections are compulsory.

Semester: IV

Subject Code: INTB2006

Max. Marks: 100

SECTION A

S. No.		Marks	CO
Q 1	1.1 All maps are distorted in some way or other. 1.2 Fuel expenses are born by charterer in voyage chartering. 1.3 "Handy Size" is a class of Oil tanker. 1.4 India is a net exporter of iron ore in 2016. 1.5 Cost of ocean transportation is less in per ton when compared to rail transportation.	2*10 = 10 Marks	CO 1,2
Q 2	Explain following in less than 50 words (any 5) 2.1 General Average 2.2 Paramount Clause 2.3 SOLAS 2.4 MARPOL 2.5 ISPS Code 2.6 Cartography. 2.7 Liner Shipping 2.8 World Scale	2*5 = 10 Marks	CO 1,2
Section B			
Q 3	3 Solve the following cases-(10 Marks) 5.1 Calculate actual distance between X-Y, Y-Z and X-Z, when 	2+4+4 = 10 Marks	CO 1,3

	<p>a) What is importance of scale in a map.</p> <p>b) Map Scale is; 2.4 cm/1024km</p> <p>c) Map Scale is; 1.6 cm=560 Km</p>														
Q 4	<p>If time at prime meridian is 1:30 P.M., considering GMT, what is the time at</p> <table border="1"> <thead> <tr> <th>S.No.</th> <th>Location</th> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>4.1</td> <td>Moscow, Russia</td> <td>55.7° N,</td> <td>37.6° E</td> </tr> <tr> <td>4.2</td> <td>Seoul, S. Korea</td> <td>37.5° N,</td> <td>126.9° E</td> </tr> </tbody> </table>	S.No.	Location	Latitude	Longitude	4.1	Moscow, Russia	55.7° N,	37.6° E	4.2	Seoul, S. Korea	37.5° N,	126.9° E	2*5 = 10 Marks	CO 3
S.No.	Location	Latitude	Longitude												
4.1	Moscow, Russia	55.7° N,	37.6° E												
4.2	Seoul, S. Korea	37.5° N,	126.9° E												
	Section C														
Q 5	<p>5.1 Identify different categories of “Dry Bulk Carrying Vessels” and “Wet Bulk Carrying Vessels”.</p> <p>5.2 Explain Voyage Chartering, Time Chartering and Bareboat Chartering. Also identify role of different Stakeholders in each category with respect to expense bearing.</p> <p>5.3 Explain any 5 risks associated with Commercial maritime trade.</p> <p>5.4 Compare different modes of transportation. Explain how liner and tramp trade in ocean going trade influences the international movement of commodities.</p>	3*10 = 30 Marks	CO 1,2,3												
	Section D														
Q 7	<p><i>To understand the impact of China in Dry Bulk shipping Trade, analyzing historical events are the best way. The durability of the high growth of the Chinese economy is the decisive factor of the course of the world shipping industry. The cause can be found from the so called “China effect”—the result of the drastic increase of the Chinese trade volume beginning in 2003, which started to be recognized as a main factor for the shipping industry. The Baltic Dry Index (BDI), which indicates the dry bulk shipping industry status, was 1,215 in 2001, 2,634 in 2003, and 3,380 in 2005. The index was stable, but suddenly, in December 2007 it reached 10,000. From 1,006 on August 14, 2002, to 2,011 on April 7, 2003, it took approximately eight months to break the 2,000 barrier, and to 3,138 on October 1, 2003, it took approximately six months to break the 3,000 barrier. Reaching 3,039 on October 9, 2003, it took only a week to break the 4,000 barrier, and on January 9, 2005, the index increased to 5,046. At that time, it took only three months to reach the 5,000 barrier. After reaching its peak on May 20, 2008, 11,793, it was affected by the economic crises; in July 2008 it decreased to 775 at the end of the year, showing how unstable the market is. To be more specific, on August 16, 2007, the index was 2,319, and on October 10, 2007 (after about two months), broke the 10,000 barrier, and on January 29, 2008, the index was 5,615, which was almost a half of what it had been, and again broke 10,000 on May 7, 2008. The market was extremely unstable. Affected by the global economic crises in July 2008, the BDI dropped</i></p>	4*5 = 20 Marks	CO 3,4												

	<p><i>precipitously to 666 in December 2008, and has been around 2,600 until now (October 2010).</i></p> <p><i>In Oil Market, by mid-2014, global demand was starting to slow down. Europe was still reeling from the euro-zone mess. China's economy was starting to stumble. But the United States continued to produce more and more oil. Iraq and Libya were also starting to bring more production back online. So prices began sliding, down to \$70 per barrel. Ever since Saudi Arabia's decision to maintain output in late 2014, prices have kept tumbling and tumbling — to \$50 per barrel, then \$40, then \$30 — largely because supply has remained strong and demand has been weaker than expected. US drillers turned out to be far more adaptable to low oil prices than the Saudis thought, as companies cut costs and boosted productivity in order to keep the oil flowing. (US production has finally stopped growing over the past few months, but the decline has been far less severe than originally predicted.) Iraq has nearly doubled production since 2014 — to more than 4 million barrels per day — as it recovers from conflict.</i></p> <p>6.1 What does the downward movement of Baltic Index Signifies? What is the impact of China on Baltic Dry Index?</p> <p>6.2 Countries like Australia, Indonesia and Brazil rely on China because of Coal and Iron Market dynamics. What is Significance of China in these two markets? Identify top two Iron and Coal exporting Countries.</p> <p>6.3 What are the reasons for oil prices to be low? If the oil prices remain low as they are showcased, what would be the impact of it on oil trade routes to USA?</p> <p>6.4 What do you mean by Ship Charterer, Ship Broker, Shipping Agent and Ship Owner</p> <p>6.4.1 Suppose the BDTI is going up, then as a Ship charterer how will you analyze the situation?</p> <p>6.4.2 Suppose the BDTI is going up, then as a Ship Owner how will you analyze the situation?</p>		
<p>Q 8</p>	<p>Identify the missing element in Trade Routes and Mark them on provided Map</p> <p>(Attempt any 10)</p> <ol style="list-style-type: none"> 1. _____ to Rotterdam 2. Tubarao to _____ 3. Richards Bay to _____ 4. W Australia to _____ 5. Bolivar to _____ 6. _____ Transatlantic Round Voyage 7. Continent/Mediterranean trip _____ 8. _____ Round Voyage 9. _____ trip Mediterranean/Continent 10. China-_____ round voyage 11. _____ to Fangcheng 	<p>1*10 = 10 Marks</p>	<p>CO 1,4</p>

Name:

Enrolment No:



UNIVERSITY OF PETROLEUM AND ENERGY STUDIES
End Semester Examination, May 2019

Course: World Geography and Major Trade Routes

Programme: BBA FT

Time: 03 hrs.

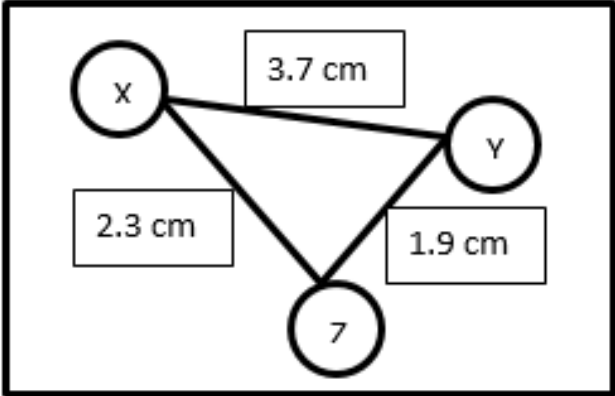
Instructions: This question paper carries four sections. All sections are compulsory.

Semester: IV

Subject Code: INTB2006

Max. Marks: 100

SECTION A

S. No.		Marks	CO
Q 1	1.1 "Aframax" is a class of Dry bulk Ship. 1.2 Kazakhstan is a part of CIS Countries. 1.3 International Date Line is 180 degrees away from Prime meridian. 1.4 Brazil is exporter of coal. 1.5 Australia is an importer of coal	2*10 = 10 Marks	CO 1,2
Q 2	Explain following in less than 50 words (any 5) 2.1 General Average 2.2 Hague visby Rules 2.3 SOLAS 2.4 ISM Code 2.5 Charter Party 2.6 Panamax. 2.7 Liner Shipping 2.8 World Scale	2*5 = 10 Marks	CO 1,2
Section B			
Q 3	4 Solve the following cases-(10 Marks) 5.1 Calculate actual distance between X-Y, Y-Z and X-Z, when 	2+4+4 = 10 Marks	CO 1,3

	<p>d) What is importance of scale in a map.</p> <p>e) Map Scale is; 2.6 cm/1024km</p> <p>f) Map Scale is; 1.8 cm=560 Km</p>														
Q 4	<p>If time at prime meridian is 1:30 P.M., considering GMT, what is the time at</p> <table border="1"> <thead> <tr> <th>S.No.</th> <th>Location</th> <th>Latitude</th> <th>Longitude</th> </tr> </thead> <tbody> <tr> <td>4.3</td> <td>Colombo, Sri Lanka</td> <td>6.9° N,</td> <td>79.8° E</td> </tr> <tr> <td>4.4</td> <td>Tokyo, Japan</td> <td>35.6° N,</td> <td>139.6° E</td> </tr> </tbody> </table>	S.No.	Location	Latitude	Longitude	4.3	Colombo, Sri Lanka	6.9° N,	79.8° E	4.4	Tokyo, Japan	35.6° N,	139.6° E	2*5 = 10 Marks	CO 3
S.No.	Location	Latitude	Longitude												
4.3	Colombo, Sri Lanka	6.9° N,	79.8° E												
4.4	Tokyo, Japan	35.6° N,	139.6° E												
Section C															
Q 5	<p>5.1 Identify different categories of “Dry Bulk Carrying Vessels” and “Wet Bulk Carrying Vessels”.</p> <p>5.2 Explain Voyage Chartering, Time Chartering and Bareboat Chartering. Also identify role of different Stakeholders in each category with respect to expense bearing.</p> <p>5.3 Explain any 5 risks associated with Commercial maritime trade.</p> <p>5.4 Compare different modes of transportation. Explain how liner and tramp trade in ocean going trade influences the international movement of commodities.</p>	3*10 = 30 Marks	CO 1,2,3												
Section D															
Q 7	<p><i>To understand the impact of China in Dry Bulk shipping Trade, analyzing historical events are the best way. The durability of the high growth of the Chinese economy is the decisive factor of the course of the world shipping industry. The cause can be found from the so called “China effect”—the result of the drastic increase of the Chinese trade volume beginning in 2003, which started to be recognized as a main factor for the shipping industry. The Baltic Dry Index (BDI), which indicates the dry bulk shipping industry status, was 1,215 in 2001, 2,634 in 2003, and 3,380 in 2005. The index was stable, but suddenly, in December 2007 it reached 10,000. From 1,006 on August 14, 2002, to 2,011 on April 7, 2003, it took approximately eight months to break the 2,000 barrier, and to 3,138 on October 1, 2003, it took approximately six months to break the 3,000 barrier. Reaching 3,039 on October 9, 2003, it took only a week to break the 4,000 barrier, and on January 9, 2005, the index increased to 5,046. At that time, it took only three months to reach the 5,000 barrier. After reaching its peak on May 20, 2008, 11,793, it was affected by the economic crises; in July 2008 it decreased to 775 at the end of the year, showing how unstable the market is. To be more specific, on August 16, 2007, the index was 2,319, and on October 10, 2007 (after about two months), broke the 10,000 barrier, and on January 29, 2008, the index was 5,615, which was almost a half of what it had been, and again broke 10,000 on May 7, 2008. The market was extremely unstable. Affected by the global economic crises in July 2008, the BDI dropped</i></p>	4*5 = 20 Marks	CO 3,4												

	<p><i>precipitously to 666 in December 2008, and has been around 2,600 until now (October 2010).</i></p> <p><i>In Oil Market, by mid-2014, global demand was starting to slow down. Europe was still reeling from the euro-zone mess. China's economy was starting to stumble. But the United States continued to produce more and more oil. Iraq and Libya were also starting to bring more production back online. So prices began sliding, down to \$70 per barrel. Ever since Saudi Arabia's decision to maintain output in late 2014, prices have kept tumbling and tumbling — to \$50 per barrel, then \$40, then \$30 — largely because supply has remained strong and demand has been weaker than expected. US drillers turned out to be far more adaptable to low oil prices than the Saudis thought, as companies cut costs and boosted productivity in order to keep the oil flowing. (US production has finally stopped growing over the past few months, but the decline has been far less severe than originally predicted.) Iraq has nearly doubled production since 2014 — to more than 4 million barrels per day — as it recovers from conflict.</i></p> <p>6.5 What does the downward movement of Baltic Index Signifies? What is the impact of China on Baltic Dry Index?</p> <p>6.6 Countries like Australia, Indonesia and Brazil rely on China because of Coal and Iron Market dynamics. What is Significance of China in these two markets? Identify top two Iron and Coal exporting Countries.</p> <p>6.7 What are the reasons for oil prices to be low? If the oil prices remain low as they are showcased, what would be the impact of it on oil trade routes to USA?</p> <p>6.8 What do you mean by Ship Charterer, Ship Broker, Shipping Agent and Ship Owner</p> <p>6.8.1 Suppose the BDTI is going up, then as a Ship charterer how will you analyze the situation?</p> <p>6.8.2 Suppose the BDTI is going up, then as a Ship Owner how will you analyze the situation?</p>		
<p>Q 8</p>	<p>Identify the missing element in Trade Routes and Mark them on provided Map</p> <p>(Attempt any 10)</p> <p>12. _____ to Rotterdam</p> <p>13. Tubarao to _____</p> <p>14. Richards Bay to _____</p> <p>15. W Australia to _____</p> <p>16. Bolivar to _____</p> <p>17. _____ Transatlantic Round Voyage</p> <p>18. Continent/Mediterranean trip _____</p> <p>19. _____ Round Voyage</p> <p>20. _____ trip Mediterranean/Continent</p> <p>21. China-_____ round voyage</p> <p>22. _____ to Fangcheng</p>	<p>1*10 = 10 Marks</p>	<p>CO 1,4</p>
