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UNIVERSITY OF PETROLEUM AND ENERGY STUDIES
End Examination, Dec. 2019

Program : MBA (OG) **Semester : III**
Subject: Supply Chain& Logistics for Petroleum Industry **Max. Marks : 100**
Course Code : LSCM 8009 **Duration: 3 Hrs**

SECTION – A

Each question carries 10 marks **Max Marks – 30**

A.1. Explain relevant aspects of tanker transportation including classification of tankers, types of charters, factors affecting freight, losses incurred during tanker transportation (loading, transit & unloading) and names of 2 international crude oil loading ports.
CO: 1

A.2. Briefly describe the rail transportation of petroleum highlighting role of tank wagon fittings, dealing with leaky tank wagons, clear RRs, interception of tank wagons, demurrage and theft/pilferage .
CO: 3

A.3. Oil companies own and operate pipelines for transportation of oil . Explain advantages of pipelines, pumping sequence for products, interface handling , major issues faced by oil companies and names of 2 product pipelines in India.
CO: 2

SECTION – B

Each question carries 5 marks **Max Marks - 20**

Write short notes on :

B1: CO2 OPEC
B2: CO1 National Oil Companies (NOCs)
B3: CO4 INCOTERMS
B4: CO2 IEA

SECTION - C

Each question carries 2 marks **Max Marks - 20**

Fill in the blanks

1. Each BTPN tank wagon has a unique _____ digit ID number.

2.In tanker terminology, full form of DWT is _____ _____

3. Full form of PESO is _____ _____

4.Three main phases of supply chain decisions are _____ , planning and operations.

5. Class A petroleum products have flash point below _____ degree Celsius.

6. _____ plays direct role in minimization of product positioning cost.

7. Under FOB contract _____ bears all costs for bringing goods to the loadport.

8. OPEC was established in the year _____

9. _____ is the national oil company of Angola .

10. First oil shock in the year _____ was triggered by oil embargo.

SECTION- D

Answer in length CO: 1 **Max Marks – 30**

Describe in detail the challenges for logistics of petroleum in India with emphasis on mismatch in supply and demand, coastal tanker movements, pipeline scheduling, non-materialisation of planned rail movements and inventory rationalization.