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UNIVERSITY OF PETROLEUM & ENERGY STUDIES

DEHRADUN

End Semester Examination-December 2018

Program/course: MBA LSCM Semester - III **Subject: Multimodal Transportation** Max. Marks : 100

Code : LSCM 8004 Duration : 3 Hrs

No. of page/s: 2

PART A FILL IN THE BLANKS (20 MARKS)

Each question carries 2 marks.

1. Consolidation of air freight ensures	CO 3
2. Since India's independence, the share of rail transport has gone from to	CO 1,2
while that for road has gone from to	
3. The Indian MMT Act was amended in	CO 1
4. The shipping equivalent of a cargo consolidator is called	CO 4
5. The nearest equivalent of MTO is a provider of logistics services.	CO 4
6. The IMDG code is based on and	CO 1
7. Inland waterway transport is considered energy efficient because it has lower	CO 1
per ton km. compared to other means of transport.	
8. Among all modes of transport the highest level of environmental pollution is	CO 1
caused by	
9. A sea port serves as a point of	CO 5
10. The shipping document which cannot be endorsed to pass title is called	CO 1

PART B (20 MARKS)

Write short notes on any 4 of the following (5 marks each)

1. Containers for sea transport.	CO 3
2. Through transport	CO 5
3. Reverse land Bridge	CO 5
4. Multimodal logistics parks.	CO 2
5. IMDG Code	CO 1

PART C ANSWER ANY 3 QUESTIONS (30 MARKS)

Each question carries 10 marks.

1.	What are some of the important factors to be considered in deciding to use air	CO 3
	as a mode of transport? Discuss various commercial aspects of air cargo	
	consolidation and examine the business model.	
2.	Examine development of the concept of a land bridge or reverse land bridge	CO 5
	in the context of the North American continent. How can a similar concept be	
	applied on the Indian subcontinent (give an example) and what are the likely	
	benefits?	
3.	Compare and contrast the development of the Indian and Chinese and	CO 2
	European multimodal transport networks, with special emphasis on the role	
	of policy and implementation.	
4.	What were the main changes made in the MMT Act, 1993? Have these	CO 2
	changes made the role and responsibilities of MTOs/ shippers clearer and if	
	so, how?	

<u>PART D</u> QUESTION IS COMPULSORY (30 MARKS)

India's GDP growth is linked directly to the growth of International trade. The logistics infrastructure and policy framework are essential to supporting this growth story. Various reports have highlighted the inefficiencies in the road transport sector and the need to have a better balance in modal transportation. The linking of ports is also highlighted.

1. Please define the most important bottlenecks in each sector of transport that are impeding the efficient and timely movement of both domestic and international cargo. Suggest a plan to eliminate these bottlenecks. Please be specific and justify each suggestion. (20 marks)	CO 2,3
2. Considering the different impact of each mode on environmental pollution, what impact will the suggested changes make? (10 Marks)	CO 3