

Examiner's Report NOVEMBER 2015 Port and Terminal Management

General comment

Overall Comments Guidelines

The overall standard for the Port and terminals examination in November 2015 was high. Students displayed an in depth knowledge of the topic and seemed very comfortable with the topic. Questions 1,2,3,4 and 8 were noted as the most popular questions.

Overall Comments

The questions were chosen from a wide range of subjects within the syllabus:- Port marketing, port ownership structures, health and safety legislation, port finance, port performance indicators

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Question 1

Facilities at a cruise liner terminal: This question was not always answered well, which would indicate that some of the students have a modest understanding of the needs of a significantly developing market sector. Many of the answers went off on tangents regarding peripheral added value functions such as coffee shops, and one student suggested each port needed its own hospital. The examiner was looking for the students to develop awareness of the safe access and egress to and from the vessel, secure check in and waiting areas, appropriate facilities for the customs, immigration, security and police. Shops and other leisure facilities earned some marks but were not the core component of the answer.

Question 2

Marketing

Generally this was well answered with students supplying good levels of information on port and stevedoring facilities available, as well as a wide range of valid added value services, such as haulage, warehousing, pick and pack, storage etc

Question 3

Port structure and management

The answers to this question indicates students have only a modest knowledge of port management structures. For example some students interpreted a trust port as being a port that is "trusted" due to the reputation it had gained in the market. This was incorrect.

Also students tended to give a very theoretical answer which could have been significantly enhanced by using working examples of trust and public ports.

Question 4

Health and Safety

This question was handled well by the students. Most could discuss legislation such as HASAWA 1974 and the Dock regulations 1988 and then discuss how they were enacted at a deep sea container port. Students tended to be able to give a range of examples which was encouraging, and perhaps implies that a significant percentage of students are coming from a containerised environment and have had little or no exposure to other aspects of the port, such as cruise liners.

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Question 5

Students found this question particularly challenging. Some displayed little knowledge of investment appraisal techniques and gave a general economical overview of the potential opportunity. The students who gained pass marks and above noted at least two separate investment appraisal techniques. It appears that a number of students hold little knowledge of investment technique calculations.

Question 6

Financial risk.

Students had difficulty answering this question, and interpreted the question differently in some instances. Students who achieved pass marks could highlight some efficient methods which port authorities would implement to improve and mitigate financial risk.

Other students approached this question from an angle of how ports can grow commercially to offset any financial risk, which was not the question that was posed.

Question 7

Onshore and offshore windfarms

Students who have had experience in this market could display knowledge on; heavy lift craneage, approved routes to site, strengthening of quays, extensive lay down areas.

Some students chose to interpret the question from the perspective of a port trying to develop its own energy source from on and offshore windfarms, which definitely was not the question posed.

Question 8

Stevedoring management ratios: This question was comfortably handled by the students, and in most cases a number of good examples were given. Students who attempted this question tended to score well.

Marks were given for:

- Gang production per hour per person indicator
- Berth throughput ratio
- Tonnage handled per hour ratio
- Berth occupancy ratio