

INDIAN MARITIME UNIVERSITY
(A Central University, Govt.of India)

May/June 2015 End Semester Examinations

SEMESTER – IV, M.B.A (PORT AND SHIPPING MANAGEMENT)

PORT PRICING AND FINANCE (T 1402)

Date:08.06.2015

Time:-3 Hrs

Max.Marks:60

Pass Marks:30

SECTION – A

(12x1=12 Marks)

Answer ALL the questions. All question carry equal Marks

1. If the Port is operating Economically then the flow of benefits will
 - a) Exceed the flow of cost
 - b) Decrease the flow of Cost
 - c) Increase the flow of Revenue
 - d) Decrease the flow of Revenue
2. The cost constraint of a port may be conceived for each service
 - a) Separately
 - b) For the port as a whole
 - c) Separately or for the port as a whole
 - d) Charges
3. In a Port the following one is not a service to Cargo
 - a) Warehousing
 - b) Tallying
 - c) Marking
 - d) Marine Police
4. The Pricing Policy of any Port is conditioned by
 - a) Financial Statutes
 - b) Revenue Centre
 - c) Cost Centre
 - d) Traffic of Cargo
5. In a port what needs to be adopted and properly designed for the best achievement of the port-pricing objectives within the existing constraints.
 - a) Administration of the Port
 - b) Pricing Structure
 - c) Avoiding Congestion inside the Port
 - d) Traffic of Cargo
6. The main demand for services for the ship or cargo may be considered as
 - a) Globally elastic
 - b) Global market
 - c) Globally inelastic
 - d) Global Economic factors

7. Diversity in port charges are felt hence port users favor
 - a) Unique Port Charges
 - b) Harmonization of Port Charges
 - c) Separate port Charges
 - d) Port Charges based on market
8. The revenue flow depends on the basic charge adopted and on the level of the corresponding
 - a) Traffic
 - b) Cost
 - c) Profit
 - d) Cargo
9. In the Port Income Estimation after Utilization of assets is considered the next task is to estimate Income from
 - a) Cargo Charges
 - b) Vessel Charge
 - c) Pilotage
 - d) Port Charges
10. Major Port Pricing is regulated by
 - a) MoS
 - b) Central Government
 - c) TAMP
 - d) Respective Port Authority
11. The basic problem in the calculation of costs is how to convert capital expenditure which occurs at a point in time into a _____ over a period of time.
 - a) Flow of cost
 - b) Revenue expenditure
 - c) Deferred Revenue Expenditure
 - d) Variable cost
12. The portion of the Quay costs which cannot be recovered by revenue from berth occupancy tariffs would be considered as _____ and consolidated with the general costs
 - a) Over head cost
 - b) Variable Cost
 - c) Fixed Cost
 - d) Marginal Cost

SECTION – B

(5x4=20 Marks)

Answer ANY five of the following questions. Each answer should not exceed 200 words.

13. Explain the Ports in developing countries?
14. Explain the objectives of Port Pricing.?
15. Explain the term “Berth Hire Charges”
16. What is performance based pricing?
17. How Fund flow statement is useful for ports?
18. Explain the term “financial statutes of port authorities”

19. What is provided to users in Ports?

SECTION – C

(4x7=28 Marks)

***Question No. 20 is compulsory. Answer ANY THREE of the remaining questions
Each answer should not exceed 500 words.***

20. The Demand for the services and facilities of a port arises from the function of the port as a place where goods are transferred from one means of transport to another-Discuss

21. Explain the limitations of Port Financial Statements?

22. On what basis Pilotage is calculated in Indian Ports?

23. Explain the cost benefit analysis?

24. Explain the requirement of a Sound Pricing Structure from the users' point of view?

25. From the following balance sheet prepare

- Statement of change in Working Capital
- Funds Flow Statement

Balance Sheet

Liabilities	31st March		Assets	31st March	
	2014	2015		2014	2015
Equity Share Capital	3,00,000	4,00,000	Good Will	1,15,000	90,000
12% Redeemable Preference Share Capital	1,50,000	1,00,000	Land & Building	2,00,000	1,70,000
General Reserve	40,000	70,000	FLT	80,000	2,00,000
Proposed Dividends	42,000	50,000	Debtors	1,60,000	2,00,000
o/s crane hire	55,000	83,000	o/s Port Dues	77,000	1,09,000
Bills Payable	20,000	16,000	o/s FLT charges	20,000	30,000
Provision for Taxation	40,000	50,000	Cash in Hand	15,000	10,000
Profit & Loss a/c	30,000	48,000	Cash at Bank	10,000	8,000
	6,77,000	8,17,000		6,77,000	8,17,000

- i. Depreciation of Rs 10,000 and Rs 20,000 have been charged on FLT & Land & Building respectively in 2015
- ii. An interim Dividend of Rs 20,000 has been paid in 2015
- iii. Income Tax of Rs 35,000 has been paid in 2015
