

BALLARI INSTITUTE OF TECHNOLOGY & MANAGEMENT

(Autonomous Institute under Visvesvaraya Technological University, Belagavi)

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Course Code

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Fourth Semester MBA Degree Examinations, Sept/Oct 2023
PORT AND AIRPORT MANAGEMENT FOR LOGISTICS

Duration: 3 hrs

Max. Marks: 100

- Note:* 1. Answer any FOUR full questions from Question No. 1 to 7.
 2. Question No. 8 is compulsory
 3. Missing data, if any, may be suitably assumed

<u>Q. No</u>	<u>Question</u>	<u>Marks</u>	<u>(RBTL:CO:PO)</u>
1. a.	Name the types of berths / terminals in sea ports	03	(1 : 1 : 1)
b.	Compare sea ports and airports with respect to cargo handling	07	(1 : 2 : 2)
c.	Describe the main and auxiliary activities carried out in sea ports	10	(1 : 2 : 2)
2. a.	Describe the important steps involved in air cargo acceptance and handling	03	(2 : 2 : 2)
b.	Explain Air Cargo Master Operating Plan	07	(2 : 2 : 2)
c.	Enlist the factors that differentiate cargo handling in sea ports and airports	10	(2 : 2 : 2)
3. a.	Enlist the port development stages	03	(1 : 3 : 3)
b.	Explain the key changes happening in port development	07	(2 : 3 : 3)
c.	Summarize the changes happening in Indian ports	10	(3 : 3 : 3)
4. a.	Explain the Categories of Sea Ports based on their ownership	03	(1 : 4 : 1)
b.	List out the Acts governing the ports in India	07	(2 : 4 : 1)
c.	Outline the factors that influence the competitiveness of a sea port	10	(3 : 4 : 2)
5. a.	Explain the importance of cargo labelling	03	(2 : 5 : 5)
b.	List out the key components of cargo labels	07	(3 : 5 : 5)
c.	Outline the factors influencing cargo labelling	10	(3 : 5 : 5)
6. a.	Name different types of Aircrafts used for cargo transportation	03	(1 : 1 : 1)
b.	List out the Do's and Don'ts of Air Cargo Handling	07	(1 : 2 : 2)
c.	Enlist the key national and international regulating bodies with respect to air freight	10	(2 : 2 : 2)
7. a.	Explain the types of cargos	03	(1 : 1 : 1)
b.	Describe the customs classification of goods	07	(1 : 2 : 2)
c.	Enlist the classes of Dangerous goods as per IATA classification	10	(2 : 2 : 2)

8.

Case Study (Compulsory)

Read the Note on Mangalore International Airport and answer the following:

Mangalore is one of the fastest developing cities in India. Many multinational companies are establishing offices in Mangalore showing promising economic development. As a result, many infrastructure projects are being taken up including the Banking, Education and other industries.

This trend is attracting many National and Internal passengers making the Mangalore International Airport an important Airport India.

Airports play a vital role in sustaining aviation, supporting the transport network, promoting trade and tourism, and contributing to economic development of the nation.

The Mangalore International Airport (MIA) started functioning in 1951 with a short runway called Bajpe Aerodrome; later in 2012 it became an International Airport. It serves several flights with nonstop travel for 13 destinations in 6 countries.

MIA handled nearly 18 Lakh passengers during 2022-23 as against 10 Lakh passengers during 2021-2022 registering a 76% growth. The air traffic movement (ATM) during FY 2022-23 recorded 42% growth.

The MIA also boasts of an air cargo complex which was commissioned in the year 2013. The cargo complex offers an important connectivity to the exporters and importers in the region. The airport has emerged as a significant pillar to the local economy.

Now, MIA's Cargo Terminal has:

- Separate Warehouse space for Export - Import cargo
- Custom office with dedicated custom team and banking facilities within the premises
- Bonded trucking facilities
- Hydraulic Pallet trucks
- Temperature controlled Cold storage to cater perishable cargo business
- Strong Rooms for Valuable cargo
- Post Office Mail and Courier Handling
- Palletization and shrink wrapping
- X-ray screening facility
- Presence of customs, etc.
- Sufficient parking and staging area for trucks, trailers, reefer/refrigerated trucks

Due to inherent constraints of public sector, majority of airports under AAI are in loss. International privatisation trend indicated performance of the privatized airports has always been better with reduced administrative bottlenecks. Based on this

need, the first Indian airport to be privatised in India was Cochin as far back as 1999, followed by Hyderabad in 2002 and Bengaluru in 2004; Delhi and Mumbai — the two largest airports in the country — were privatised in 2006. In

Passenger data of MIA		
Year	Passengers	Growth
2021-22	1,013,453	▲ 64.8%
2020-21	614,845	▼ 67.2%
2019-20	1,876,294	▼ 16.3%
2018-19	2,240,664	▼ 1.3%
2017-18	2,269,949	▲ 30.8%
2016-17	1,734,810	▲ 3.6%
2015-16	1,674,251	▲ 28.1%
2014-15	1,307,083	▲ 1.82%
2013-14	1,283,667	▲ 23.02%
2012-13	1,043,386	

Note: (RBTL - Revised Bloom's Taxonomy Level: CO - Course Outcome: PI - Programme Outcome)

a process that commenced in 2018, Ministry of Civil Aviation (MoCA) in 2020 under Atma-Nirbhar Bharat Abhiyan auctioned 6 more airports in India: Lucknow, Ahmedabad, Jaipur, **Mangalore**, Thiruvananthapuram and Guwahati.

As per the privatisation / Public Private Partnership (PPP) agreement, private parties are responsible for operations and management of the existing airport assets as well as for designing, engineering, financing, construction and development of the additional air-side, terminal, city-side and land-side infrastructure for the airport. Privatisation of Airports is expected to bring equitable development of air infrastructure, improve efficiency, and increase revenue of AAI, no Loss of taxpayer money, investments and up-gradation of infrastructure, boosting local economy. However, this may also lead to increased charges at PPP airports affecting affordability and leading to opposition from state governments, employees' concerns.

The government of India is planning on privatisation of existing airports as well as private participation in green field airport projects. In the long run, this initiative will enhance connectivity to existing as also to remote and regional Tier 2/Tier 3 towns and cities but at a cost to the passenger.

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|--|-----------|-------------------|
| a. Has Privatisation of MIA helped?
If so, how?
If not, why? | 10 | (3 :3 : 2) |
| b. Outline the critical infrastructure developed for Cargo handling in MIA due to privatisation | 10 | (3 :3 : 2) |
