1. ‘The financial return to liner companies may not be spectacular, but their contribution to the global trading economy is beyond question’. Critically analyse this statement

2. Using examples explain the theory and principle of the concept of ‘Economies of Scale’ and discuss how it is applied in a) shipbuilding industry and b) the Liner Industry

3. Examine the factors that influence the demand for shipping tonnage and explain why demand for shipping services is considered to be a derived demand.

4. The weakening of the dollar in 2009 had certain implications for the global trading and shipping industry. Discuss these implications and comment on the effect of exchange rate fluctuations on shipping industry and how shipping companies mitigate the effects of exchange rate fluctuations.

5. Examine the effects of the imposition of a tariff on an imported commodity. Illustrate your answer with a graph.

6. Dry Bulk Trades represent a major driving force behind port construction, investment and development. Evaluate this statement using a port or ports of your choice, as examples.

7. Crude oil prices collapsed from a record high in July 2008 to a new low in December 2008, before rising again during 2009. Consider the reasons behind this volatility and the implications for international trade and shipping.

8. Shipowners choose ship types which they think provide the required service most profitably. What in your opinion are the key factors in a Shipowners choice of ship types?