



Institute of Transport and Logistics Studies

144 Burren Street, Newtown, Sydney

Directions and map: <http://sydney.edu.au/business/itls/about/directions>

Note: ITLS is not on the main campus

Please see the ITLS website for other important details about units at ITLS:

http://sydney.edu.au/business/itls/courses/transport_and_logistics

ITLS student enquiries office:

Email: business.itlsinfo@sydney.edu.au

Office: Room 312B, Level 3, ITLS, 144 Burren Street, Newtown

Assessment collection / viewing: Monday to Friday 12pm to 1.30pm ONLY

Class times: 9:00AM to 5:00PM

Venue: LT1, Level 3, ITLS Building, 144 Burren Street, Newtown

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|-----------------|------------------|-----------------|------------------|----------------|----------------|----------------|
| Day | Friday | Friday | Friday | Friday | Friday | Friday | Friday |
| Date | 4 March 2011 | 18 March 2011 | 1 April 2011 | 15 April 2011 | 13 May 2011 | 20 May 2011 | 27 May 2011 |

Please note that the timetable provided in this outline is subject to change. You should check your timetable on MyUni for final dates and to see which group you have been assigned to, see: <http://myuni.usyd.edu.au/>



TPTM6200

Maritime Logistics

Semester One 2011

Unit of study outline

Unit Coordinator: Dr. Ada Suk-Fung Ng

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Office: ITLS Building, Level 3, Room 311

Consultation times: Monday afternoon from 2 to 4 (Please make appointment via email at least a working day in advance)

Please use email as your first method of communication.

Classes

Class times: 9:00AM to 5:00PM

Venue: LT1, Level 3, ITLS Building, 144 Burren Street, Newtown

| Class | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|-------|-----------------|------------------|-----------------|------------------|----------------|----------------|----------------|
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See Section 7 for more information about each class and other important dates.

1. Unit of study information

1.1. School handbook description

The growth of international trade and the globalisation of production have considerably increased the impact of international and maritime logistics. Trade growth has resulted in a rapid increase of shipping value and tonnage led by containerized trade. Containers and intermodal transportation have improved the efficiency of global supply chains allowing for an efficient, quicker and more economical flow of cargo. This course is designed to familiarize students with the special characteristics of the maritime industry in general and the container shipping industry in particular. The course includes topics such as Global trade and maritime logistics, port operations, port competition, liner alliances, fleet management, liner routing and scheduling, intermodalism and port security.

1.2. Pre-requisite units

There are no pre-requisite units for TPTM6200. However, TPTM5001 Logistics and Supply Chain Management (TPTM5001 was previously TPTM6155 Logistics and Supply Chain Management) is a co-requisite unit. Students who have passed TPTM6155 do not need to complete TPTM5001 as well.

1.3. Workload requirement

It is expected that you will spend approximately 150 hours on this unit (including preparing for and attending classes) and produce approximately 9,000 words or equivalent of work. This time should be made up of reading research, working on exercises and problems and participating in classes. In periods where you need to complete assignments or prepare for examinations, the required workload may be greater.

2. Learning aims and outcomes

2.1. Aims of the unit

Maritime Logistics is designed to familiarize students with the special characteristics of the maritime industry in general and the container shipping industry in particular. The basic goals of this course are: First, to help the student gain an understanding of the main players in the Maritime Logistics area. Second, to help the student understand the specific competitive challenges faced by transport/logistics operators, shipping carriers, and ports. Third, to obtain insights into the economics and basic trade-offs associated with maritime logistics decisions. Concepts studied in the International Logistics are a useful introduction to this course.

2.2. Learning outcomes

Research and Inquiry: Graduates of the School of Business will be able to create new knowledge and understanding through the process of research and inquiry.

After this course, students should be able to

- R1. Research on topics related to the fast growth world of maritime logistics.
- R2. Develop coherent arguments when recommending solutions and critically evaluating theories in maritime logistics context.

Information Literacy: Graduates of the School of Business will be able to use information effectively in a range of contexts.

After this course, student should be able to

- I1. Conduct research using archives, libraries, the web and other sources of information.
- I2. Apply research principles and methods for gathering and analysing data/information relevant to Maritime Logistics.
- I3. Manage, analyse, evaluate and use information efficiently and effectively.
- I4. Appreciate the economic, legal, social, ethical and cultural issues in the gathering and use of information.

Ethical, Social and Professional Understanding Graduates of the School of Business will hold personal values and beliefs consistent with their role as responsible members of local, national, international and professional communities.

After this course, student should be able to

- E1. Demonstrate an appreciation of the complex and dynamic nature of professional work in maritime logistics industry.
- E2. Work with people from diverse backgrounds with inclusiveness, open-mindedness and integrity.

Communication: Graduates of the School of Business will recognise and value communication as a tool for negotiating and creating new understanding, interacting with others, and furthering their own learning.

After this course, student should be able to

- C1. Appreciate that communication develops learning and learning communities.
- C2. Negotiate and create shared understandings by respectfully interacting with people from diverse backgrounds.
- C3. Confidently and coherently communicate, orally and in writing, to a professional standard in Maritime Logistics.
- C4. Display leadership by inspiring others in personal, professional and global contexts.

Personal and Intellectual Autonomy: Graduates of the School of Business will be able to work independently and sustainably, in a way that is informed by openness, curiosity and a desire to meet new challenges.

After this course, student should be able to

- P1. Be open to new ways of thinking and appreciate the importance of intellectual curiosity and reflection as the foundation for continuous learning.
- P2. Demonstrate a commitment to lifelong learning through continuous reflection on personal and professional experiences, self-evaluation and self-improvement.
- P3. Demonstrate a willingness to meet new challenges and deadlines.

2.3. Links between learning outcomes and learning and teaching methods

Lectures are used to set the scene and show how each topic fits into the overall unit of study aims. Theories are explained and demonstrated in lectures. Administrative announcements are made in lectures (and these are duplicated online as well). Discussions will be provided through out the lecture to provide opportunities to apply concepts. You are strongly advised to actively participate. Incomplete lecture notes will be placed on Blackboard three days prior to the lecture; treat these as an outline to read before the lecture. Complete lecture notes will be posted on Blackboard after the lecture.

Case studies will be used to provide opportunities to apply concepts into real life situations. You are expected to read the case before the day of discussion. Group discussion and role-play will be arranged during the discussion. You are encouraged to share your opinion openly. Creative thinking will be promoted in the discussions.

Site visit is scheduled on 20 May 2011. A bus tour to Port Botany will be arranged such that students can have a more hands-on experience in port development in Sydney. The tour will be guided by staff of Sydney Ports.

Online introductory module is used to familiarize students with basic knowledge in maritime logistics. It is aimed to close the gap between students with working experience and students with no experience in the field.

Blackboard

Blackboard is the preferred means of formal and informal communication for students undertaking this unit. Students can use either the discussion forum to ask questions or test out their 'considered view' (not just uninformed opinion) regarding any aspect of the unit. If your views are not quite on track, hopefully, one of your colleagues will help you out, otherwise the lecturer will attempt to steer you in the right direction. There is no penalty for using Blackboard and making an error as long as you are genuinely trying. Your contributions to the discussion forum will be taken into account when assessing your contribution to the lecturer's overall assessment of your participation to the unit. REMEMBER, it is the quality, not the quantity of your contribution that is being assessed.

| Learning and teaching methods | Learning outcomes |
|-------------------------------|-------------------|
| Lectures | E1,P1,P2 |
| Case studies | R2,I3,P3 |
| Site visit | E1,P2 |
| Online introductory module | P1,P2,P3 |
| Blackboard discussion forum | C1,C2,P1 |

2.4. Links between learning outcomes and assessment

| Assessments | Learning outcomes |
|----------------------------|---|
| Project | R1,R2,I1,I2,I3,I4,E2,C1,C2,C3,C4,P1,P2,P3 |
| Case studies | R2,I3,P3 |
| Quizzes | R1,E1,P3,I3 |
| Online introductory module | P1,P2,P3 |

3. Assessment

| Assessment items | Relevant unit learning outcome/s | Word length | Weight | Due Date* |
|-------------------------------|---|----------------|--------|--|
| 1. Online Introductory Module | P1,P2,P3 | n/a | 10% | 01 April 2011 |
| 2. Case Study | R2,I3,P3 | 1,500-2,000 | 30% | 13 May 2011 |
| 3. Quizzes | R1,E1,P3,I3 | n/a | 20% | 18 March 2011 1 April 2011 15 April 2011 13 May 2011 20 May 2011 |
| 4. Group Research Project | R1,R2,I1,I2,I3,I4,E2,C1,C2,C3,C4,P1,P2,P3 | 6,000 to 8,000 | 40% | Presentation on 27 May 2011 and report submission on 3 June 2011 |
| Academic honesty module ** | | N/A | 0% | 21 March 2011 |

* The due date is also the closing date. This means that assessment items will not be accepted after the due date except by prior agreement.

** Students must complete the academic honesty module in Blackboard with a mark above 80%, or an Absent Fail (AF) grade will be given for the entire unit. Students can complete the module multiple times until this grade is achieved. Students who completed the module with a score of 80% or above last semester do not need to do it again.

All assignments must be submitted electronically via Blackboard. Assignments submitted electronically do not require cover sheets. Ensure that your student ID number (SID) is in the top right hand corner of each page for individual assignments and the Group name or number plus SID of all members is in the top right hand corner for group assignments. Full information about how to prepare assignments for electronic submission can be found at

(http://blackboard.econ.usyd.edu.au/modules/1454_1/Turnitin%20Student%20Guide%20%285.2%29%20280610.pdf).

Should submission problems occur, students should contact Faculty eLearning Support first on 903 66433 or business.elearning@sydney.edu.au or the Unit Coordinator as soon as possible.

3.1. Detailed assessment information

Online Introductory Module - 'Introduction to shipping'

This is an online course of the Shipping Australia Limited. Once you enrolled in TPTM6200, you will also be enrolled to the 'Introduction to shipping' online course. You will get access to the course from the week of 14 March 2011. ITLS will pay for the fee for the online course. The online course is made up of three key areas; trade shipping and cargoes, transporting different cargoes and port operations, Industry structure and the shipment cycle. The aim of this course is to bring up the standard of student who have little background knowledge of the subject and also refresh the knowledge of experienced students. Students need to complete the online course (around four hours) and the multiple choices questions by 01 April 2011. No access will be allowed to the online course after 01 April 2011. Students' performance in the online course will be sent to the lecturer automatically. This accounts for 10% of your total score in TPTM6200. A certificate from the Shipping Australia Limited will be issued for the completion of the online course, only if you pass TPTM6200.

Case study

You are asked to send a shipment from an origin to a destination by sea. You need to choose the shipping method as well as the shipping route, including the ports and the ocean carriers that you will use. You also need to decide what trading terms should be used for the shipment and what kind of shipping precaution you need to take to reduce risk. This assignment is restricted to a maximum of 2,000 words.

Quizzes

Five in class quizzes will be given on 18 March, 01 April, 15 April 13 May and 20 May 2011. Each quiz accounts for 5 percent of the course total, however, only the best four quizzes will be counted. Each quiz will be held either at the beginning or the end of the class. Students are given a set of reading material that they have to read before coming to the class. Quizzes held at the beginning of classes will be based only on the reading materials. Quizzes held at the end of the day will be based on both the reading materials and the content of the class.

Group Research Project

A student has the option to work alone or in a group of two to four students for this project. Larger groups will not be allowed (no exceptions). High quality assignments are expected regardless of the group size. If you plan to work in a group for the group research project, the group representative **MUST email the lecturer the name and SID of each group member by 18 March 2010**. If you wish to work alone you must seek approval from the lecturer by email by 18 March 2010. Submitting the group member list is equivalent to accepting that each member of the group will receive a same single grade given to the group for the group contribution part on the basis of the group's overall performance.

It is the student's responsibility to form a group for the presentation/report if he/she decides to work in a group. If a group cannot be formed, a student must work alone. Working in a group is optional; no student can be forced be in a group.

Presentation is graded both on the clarity of the exposition and your responses to questions posed by classmates and the lecturer. *All groups must be ready to present but the presentations will take place on the last day of class (27 May 2011)*. The length of the presentation will depend on the number of groups. Groups should assume that the audience is comprised of senior management staff and plan innovative ways to present the material and engage the audience. Relevant visual material must be included when possible (e.g. photographs of equipment, facilities, process, etc.). It is not necessary for each group member to present in the presentation. However, each group member will have chance to be asked any question related to the topic. If any member fails to answer the question, he/she will be given zero mark for the presentation.

Students can finalize their report by including valuable comments from their fellow classmates or the lecturer, given in the presentation. Written reports are to be handed in one week after the presentation, 3 June 2011. Detail guidelines and hint for writing the report will be given in Blackboard. Give a reference for any book, journal article, magazine, newspaper, interview, data collection, or website you have used in your report. Inquiries regarding reference styles or how to search for journal articles/newspapers should be directed to library staff.

3.2. Referencing style and style guide

For this unit the referencing style is the Harvard Referencing Style. Students should download and adhere to the 'How to write a paper at the Institute of Transport and Logistics Studies' report available at http://sydney.edu.au/business/itls/courses/transport_and_logistics/student_resources.

3.3 Feedback on assessment

Timely feedback is intended to help you to improve your learning during the unit. Students will receive feedback during the course of the Semester from the lecturer via Blackboard. Case and project report will be marked within three weeks after the submission deadline. General comments on common mistakes for the class will be posted in Blackboard and individual comments and results will be revealed in MyGrade. Answers for each quiz will be discussed in class, immediately after the assessment, and individual result will be posted in MyGrade. Finally, your test result for the online introductory module will be given instantly after you finish the test through the system.

3.4. Academic honesty, plagiarism, legitimate cooperation and groupwork

Commencing students should complete the academic honesty module available via Blackboard before their first assessment submission. Students should refer to Faculty and University policies on academic dishonesty and plagiarism

(sydney.edu.au/business/currentstudents/student_information/student_administration_manual), copyright (sydney.edu.au/senate/policies/Intellectual_Property_Rule.pdf) and the 'All your own work website' (sydney.edu.au/student_affairs/plagiarism_index.shtml) for information about legitimate cooperation, group work, how to reference correctly and how to avoid plagiarism.

Academic honesty is important to protect students' right to receive due credit for work submitted for assessment. It is clearly unfair for students to submit work for assessment that dishonestly represents the work of others as their own and gain marks and degrees, which are not based on their own efforts and abilities. Deliberate breaches of academic honesty constitute academic misconduct.

These breaches include: plagiarism, fabrication of data, recycling previously submitted material, engaging someone else to complete an assessment on one's behalf and misconduct during supervised assessments.

The penalties for academic misconduct may include: a mark of zero on the assessment; a fail grade in the unit of study, additional assessment (including an unseen exam), and reference of the matter to the University Registrar.

All assessments will be checked for plagiarism. Where plagiarism is suspected, the assessment will be fully checked and monitored using manual process, Google checks and also electronic plagiarism detectors. In order to do this, the Faculty may reproduce the assessment, provide a copy to another member of faculty, and/or communicate a copy of this assignment to a plagiarism checking service (which may then retain a copy of the assignment on its database for the purpose of future plagiarism checking).

Academic dishonesty involves more than just copying material. Cooperation and helping other students may at times trigger academic dishonesty proceedings if it appears you have worked too closely with another student.

In this unit, the four quizzes, the case study and the online introductory module are individual assessments. The group research project includes 10% of individual and 30% of group contributions.

Individual assignments must be written and prepared alone. You may consult with other students about ideas and possible research sources but the analysis and writing of the assignment must be done alone. Group assignments should be prepared within the group. Students should contribute fully to the group and take part in all group activities, contributing ideas, analysis and writing to the final product. While students within the group should assist each other freely, students should not carry this level of cooperation outside the group. One group may cooperate and help another group about ideas and possible research sources but the analysis and writing of the assignment must be done by the group alone.

4. Texts and other resources

No required text for this unit, mandatory readings from several sources will be available electronically or distributed in class.

Reference books:

- B1. Buckley, J. and L. Kendall, 2008, *The Business of shipping*, 8th edn, Cornell Maritime Press, Maryland.
- B2. Stopford, M., 2009, *Maritime Economics*, 3rd edn, Routledge.
- B3. Branch, A., 2007, *Elements of shipping*, 8th edn, Routledge.
- B4. Wang, T., Cullinane K. and D.W. Song, 2005, *Container port production and economic efficiency*, Palgrave.
- B5. Song, D.W., Cullinane K. and M. Roe, 2001, *The productive efficiency of container terminals*, Ashgate.
- B6. Cullinane, K and D. Song, 2007, *Asian container ports*, Palgrave.
- B7. UNCTAD (United Nations Conference on Trade and Development), 2010. *Review of Maritime Transport*. UNCTAD/RMT/2010: New York and Geneva.

Suggested Readings:

Overview of Maritime Logistics

Chapter 1, 4 and 7 of B3

Chapter 4, 5 and 19 of B1

chapter 1 of B2

Mansouri, M., Gorod, A. Wakeman, T and B. Sauser, 2010, 'System of systems approach to maritime transportation governance', *Transportation research record*, no. 2166, pp. 66-73.

Maritime Logistics and International trade

Chapter 1 of B1.

Chapter 7 and 8 of B2.

McGinn, K., 2005, 'Showdown on the waterfront: The 2002 west coast port dispute (A)', *Harvard case*, 9-904-045.

McGinn, K., 2005, 'Showdown on the waterfront: The 2002 west coast port dispute (B)', *Harvard case*, 9-904-067.

Theodore Farros II, M., 2008, 'Are you prepared for a devastating port strike in 2008?' *Transportation journal*, vol.47, no. 1, pp. 43-53.

Gooley, T. and Cooke, J., 2002, 'Shippers, carriers struggle with port shutdown's aftermath', *Logistics management*, vol.41, no. 11, pp.15-16.

Blank, S. Brooks, M. and Quigley, K., 2009, 'Moving forward on the Atlantic Gateway: Context and Further Key Questions', *Canadian journal of transportation*, vol. 3, Part 1.

Bulk Shipping

Chapter 9 of B1.

Chapter 9 of B2.

Containerised (general) Cargo Shipping

Chapter 6 of B1.

Chapter 10 of B2.

Chevalier, D., 1989, 'Freight Forwarders: How to use them in foreign trade' *International trade forum*, vol 25, no. 3, p.4-14.

Containerisation and Intermodalism

Chapter 16 of B3.

Chapter 16 and 17 of B1.

Yang, Y. and Zhou, Q., 2008. 'Logistics and supply chain integration model of port in transportation networks', *Proceedings of the international conference on information management, innovation management and industrial engineering*, Taipei, Taiwan.

Laik, N. and Nadjiconstantnou, E., 2008, 'Container assignment and yard crane deployment in a container terminal: A case study', *Maritime economics and logistics*, vol.10, pp. 90-107.

Murty, K., Wan, Y., Liu, J., Tseng, M., Leung, E, Lai, K. and Chiu, H., 2005, 'Hong Kong International Terminals gains elastic capacity using a data-intensive decision-support system', *Interfaces*, vol.35, no. 1, pp. 61-75.

Semeijn, J. and Vellenga, D., 1995, 'International logistics and one-stop shopping', *International journal of physical distribution and logistics management*, vol. 25, no. 10, pp. 26-44.

Jennings, B. and Holcomb, M., 1996, 'Beyond containerisation: The broader concept of intermodalism', *Transportation journal*, vol. 35, no. 3, pp. 5- 13.

Marcus, H., 1993, *Intermodal Movement of Marine Containers*, MIT Press.

D'Este, G. 1995, 'An event-based approach to modelling intermodal freight systems', *International journal of physical distribution and logistics management*, vol. 26, no. 6, pp. 4-15.

Cambra-Fierro, J. and Ruiz-Benitez, R., 2009, 'Advantages of intermodal logistics platforms: insights from a Spanish platform', *An International journal of supply chain management*, vol. 14, no. 6, pp. 418-421.

Roso, V. 2008, 'Factors influencing implementation of dry port', *International journal of physical distribution and logistics management*, vol. 38, no. 10, pp. 782-798.

Port operations

Chapter 17. of B3.

Chapter 14 of B1.

Port choice

Brooks, M. and Pallis, A., 2008, 'Assessing port governance models: Process and performance components', *Maritime policy and management*, vol. 35, no. 4, pp. 411-432.

Cullinane, K. and Wang, F., 2006, 'The efficiency of European container ports: A cross-sectional data envelopment analysis', *International journal of logistics: Research and applications*, vol. 9, no.1, pp. 19-31.

Ng, A., Lim, A., Leong, C. and Cheng, C., 2010, 'A competitiveness measurement framework for regional container hub ports: a case study in East Asia', *international journal of logistics systems and management*, vol.7, no.3, pp. 368-392.

Ng, A. and Lee, C., 2007, 'Productivity Analysis of Container Ports in Malaysia: A DEA Approach', *Journal of the eastern asia society for transportation studies*, vol.7, pp. 2940-52.

Gonzalez, M. and Trujillo, L., 2009, 'Efficiency measurement in the port industry: A survey of the empirical evidence', *Journal of transport economics and policy*, vol. 43, no. 2, pp. 157-191.

Brooks, M., Schellinck, T. and Pallis, A., 2010, 'Constructs in port effectiveness research', *Proceedings of the 12th World conference of transport research*, Lisbon, Portugal, July, 2010.

De Langen, W. and Chouly, A., 2009, 'Strategies of terminal operating companies in changing environments,' *International journal of logistics: Research and Applications*, vol. 12, no. 6, 423-434.

Lirn, C., Thanopoulou, Beynon, J. and Beresford, C., 2004, 'An application of AHP on transshipment port selection: A global perspective,' *Maritime economics and logistics*, vol. 6, no. 1, pp. 70-91.

Saeed, N., 2009, 'An analysis of carriers' selection criteria when choosing container terminals in Pakistan', *Maritime economics and logistics*, vol. 11, no. 3, pp.270-288.

Tongzon, L., 2008, 'Port choice and freight forwarders,' *Transportation research part E*, vol. 45, no. 1, pp.186-195.

Port competition

Kleywegt, A., Goh, M.L., Wu, G.Y. and Zhang, H.W., 2002, 'Competition between the Ports of Singapore and Malaysia', *The Logistics Institute – Asia Pacific, National University of Singapore*, Singapore.

Chen, M. and Leong, J., 2004, 'The battle of the Asian transshipment hubs: PSA versus PTP (A)', *Harvard case*, UV3903.

Port development

Loo, B. and Hook, B., 2002, 'Interplay of international, national and local factors in shaping container port development: A case study of Hong Kong' *Transport reviews*, vol 22, no. 2, p.219-245.

Chia, Y., Lai, K., Lau, A. and Li, P., 2005, 'Transland shipping: Dealing with cross-border logistics barrier', *Harvard case*, HKU385.

Konings, R., Van der Horst, M., Nutson, N. and Kruse, Jim., 2010, 'Comparative strategies for developing hinterland transport by container barge: analysis for Rotterdam and U.S. ports', *Transportation research record*, no. 2166, pp. 82-89.

Cullwick, D., 2007, 'Port of Tauranga: Changing the rules of engagement', *Harvard case*, UV1069.

Port privatization

Everett, S., 1995, 'Privatisation of ports: The Victorian and New South Wales experience' *Australian Journal of Public Administration*, vol. 54, p556-563.

Montero Llacer, F.J., 2006, 'Port privatization in Panama' *Marine policy*, vol 30, p.483–495.

Liner operations

Chapter 10 of B3.

Chapter 6 of B1.

Maritime sustainability

Wang, H. and Wang, C., 2010, 'Evaluating economic reasons for China's stance on ship-based greenhouse gas reduction negotiations', *Transportation research record*, no. 2166, pp. 1-9.

Cheon, S. and Deakin, E., 2010, 'Supply chain coordination for port sustainability: lesson for new institutional designs', *Transportation research record*, no. 2166, pp. 10-19.

Short sea shipping

Baird, A., 2007, 'The economics of motorways of the sea', *Maritime policy and management*, vol. 34, no. 4, pp. 287-310.

Paixao Casaca, A. and Marlow, P., 2005, 'The competitiveness of short sea shipping in multimodal logistics supply chains: service attributes', *Maritime policy and management*, vol. 32, no. 4, pp. 363-382.

Sanchez, R. and Wilmsmeier, G., 2005, 'Short-sea shipping potential in central America to bridge infrastructural gaps', *Maritime policy and management*, vol. 32, no. 3, pp. 227-244.

Brooks, M. and Trifts, V., 2008, 'Short sea shipping in north America: understanding the requirements of Atlantic Canadian shippers', *Maritime policy and management*, vol. 35, no. 2, pp. 145-158.

Perakis, A. and Denisis, A., 2008, 'A survey of short sea shipping and its prospects in the USA', *Maritime policy and management*, vol. 35, no. 6, pp. 591-614.

Paixao Casaca, A. and Marlow, P., 2009, 'Logistics strategies for short sea shipping operating as part of multimodal transport chains', *Maritime policy and management*, vol. 36, no. 1, pp. 1-19.

Brooks, M. and Frost, J., 2004, 'Short sea shipping: a Canadian perspective', *Maritime policy and management*, vol. 31, no. 4, pp. 393-407.

Ng, A., 2009, 'Competitiveness of short sea shipping and the role of port: the case of North Europe', *Maritime policy and management*, vol. 36, no. 4, pp. 337-352.

Maritime Security

- Thai, V. 2009, 'Effective maritime security: conceptual model and empirical evidence', *Maritime policy and management*, vol. 36, pp.147-163.
- Pinto, C. and Talley, W., 2006, 'The security incident cycle of ports', *Maritime economics and logistics*, vol. 8, pp. 267-286.
- Raymond, C., 2009, 'Piracy and armed robbery in the Malacca Strait', *Naval war college review*, vol.62, No.3, pp. 31-42.
- Anonymous 2004, 'IMO's global program on maritime and port security', *Maritime studies*, March - April, pp.31-32.
- Kraska, J. and Wilson, B., 2008, 'Maritime diplomacy and piracy in the Horn of Africa', *Maritime studies*, July-Sept, pp.13-18.
- Rotemberg, J., 2007, 'The Dubai Ports World debacle and its aftermath', *Harvard case*, 9-707-014.

General Journals for Logistics and Supply Chain Management

- Maritime Economics and Logistics
- Maritime Policy and Management
- International Journal of Physical Distribution & Logistics Management
- International Journal of Operations and Production Management
- Journal of Business Logistics
- Journal of Supply Chain Management
- Logistics Information Management
- Journal of Operations Management
- Transportation Research Part E
- The International Journal of Logistics Management
- Supply Chain management
- International Journal of Logistics: Research and Applications
- Transportation Science

5. University and Faculty policies and support

5.1. Faculty policies

Faculty policies are contained in the Administration Manual for Students:

sydney.edu.au/business/currentstudents/student_information/student_administration_manual.

It is crucial that you take the time to consult this manual early in your studies in order to familiarise yourself with policies and procedures relating to critical issues such as the Faculty's policy on special consideration (including requirements and timelines. e.g. lodging applications five working days after a missed assessment), appeals (lodge within 15 working days of the decision) and other policies such as enrolment, credit etc. Assistance is available from the Faculty's Student Information Office (sydney.edu.au/business/student_information_office).

5.2. University policies

- **University policies:** sydney.edu.au/policy
- **Assistance** is available from the University's Student Centre: sydney.edu.au/current_students/student_administration
- **The code of conduct** is an important policy which outlines the University's expectations about treating all staff employees and students with respect, dignity, impartiality, courtesy and sensitivity and refrain from acts of discrimination, harassment or bullying: sydney.edu.au/ab/policies/Student_code_conduct.pdf

5.3. Student resources and services

Links to other student services and resources are included on Blackboard and on the learning and teaching section of the Faculty website: sydney.edu.au/business/learning

6. Continual improvement of the Unit

6.1 Past Feedback

Previous feedback

- The port tour provided them a hand-on experience on port operations
- Students enjoy class discussion
- They learn from the questions asked by other students on the online discussion forum
- Some of the topics are a bit difficult for the student without background knowledge in the area
- Need more guideline on assignments
- Assessment load is too high

6.2 Improvements made

According to the previous feedback

- A port tour will be arranged on 20 May 2011
- More class discussion will be arranged in class
- Online discussion forum in Blackboard will still be used
- 'Introduction to shipping' from shipping Australia Limited is added to help students with little knowledge in the area
- A marking grid will be given such that student will understand the marking criteria for the assignment.
- Number of assignments reduced
- For each assignment, a detail guideline will be provided and a briefing session of the assignment will be conducted in class

6.3. How feedback will be collected

Your feedback on this unit of study will be collected via a Unit of Study Evaluation (USE) during the final lecture, 20 May 2011.

Topic schedule

| Class | Date | Topic | Assessments Due | Assessments Return Date | Required Reading (See Section 4) |
|-------|----------|---|---|-------------------------|---|
| 1 | 4 March | Introduction to Unit Overview on Seaborne Shipping | --- | --- | |
| 2 | 18 March | Maritime Logistics and International Trade Bulk Shipping Containerised (General) Cargo Shipping | Quiz 1 | --- | Case: Showdown on the Waterfront (A)&(B) |
| | 21 March | No Class | Online Honesty Module | --- | |
| 3 | 1 April | Containerisation and Intermodalism Liner operations Short Sea Shipping | Online Introductory Module Quiz 2 | --- | Case: Chapter 2, 5, 6 and 10 of (Macus, 1993) |
| 4 | 15 April | Port Operations Port Choice Port Competition | Quiz 3 | --- | Case: PSA vs PTP (A) |
| 5 | 13 May | Port Development Port Privatization Maritime Sustainability | Case Study Report Quiz 4 | 3 June | Case: Transland Shipping Port of Tauranga (A) |
| 6 | 20 May | Port visit Maritime Security | Quiz 5 | --- | Case: The DPworld debacle and its aftermath |
| 7 | 27 May | Group Project Presentation | Group Project Presentation | --- | |
| | 3 June | No Class | Group Project Report | 24 June | |