CONTENT FOCUS

Our ports and maritime management area of study covers all aspects of global supply chains from producer, shipper, carrier, stevedore, public authority and investor perspectives. We analyse the economics, logistics, management, financing, insurance, security and environmental impacts of international supply chains relating to bulk and containerised freight. We cover industry concepts, quantitative techniques and management methodologies.

This area of study contrasts tramp and liner shipping, identifies principal trade lanes, and analyses the trends and cycles of world seaborne trade. We examine the properties of differing ship types and the ship lifecycle – from building to scrapping – in the context of world market conditions.

We cover the fundamentals of ship ownership, financing, chartering, insurance, and the role of protection and indemnity insurance clubs, as well as ship certification, flag state control and the role of the International Maritime Organisation. Bulk supply chains are a particular focus.

We look at the container revolution, intermodal supply chains, container shipping lines, conferences, and freight stabilisation agreements and alliances. We cover shipping route optimisation methods, vessel size and service schedules and the ownership, function and management of ports for both bulk and containerised freight.

We also cover planning processes for ports from the perspective of major stakeholders such as stevedores, public bodies and shipping lines, and review terminal operating systems, port community systems and vehicle booking systems, which together facilitate the smooth operation of ports.

Thanks to the 20th century container revolution, bulk sea transport now allows food supplies, fuel and raw materials to be shipped economically, efficiently and reliably from producer nations such as Australia to regions and industries where they are most in demand. Seaborne transport has dramatically reduced the cost of international freight transport, and it is a driving force behind globalisation.
We discuss the role of regulation in limiting industry market power as well as the positive and negative consequences of vertical and horizontal integration. We also consider technological and operational ways of reducing the environmental footprint of ports and maritime logistics, and examine how supply chain transparency and security can best be achieved. Beyond theoretical studies, presentations by port professionals provide valuable insights into the workings of the industry, and we use case studies to illustrate key aspects of ports, maritime logistics and management.

This area of study also deals with the documents that facilitate international trade, such as the manifest, bill of lading, waybill and delivery order, as well as key concepts associated with these documents, such as international commercial terms and electronic data interchange.

We consider the mitigation of environmental impact, port security and port state control, and their impact upon logistical cost and efficiency, as well as the importance of competition for efficiency in ports and maritime logistics.

We discuss the future of automation, and the role of intermodal terminals for hinterland access, the port-city relationship and the importance of port-centric logistics for sustainable cities.

Beyond theoretical studies, presentations by port professionals provide valuable insights into the workings of the industry, and we use case studies to illustrate key aspects of ports, maritime logistics and management.

Our graduates

"I have studied at four top institutes in four different countries. If you ask me which one has left me the most exciting, inspiring and rewarding experience, it has to be ITLS at Sydney."

Kurt Liu, Cambridge University, UK

"My study in ITLS was intensive and well-planned. Indeed, the courses were very helpful for my later jobs. They not only gave me a good chance to systematically reinforce my knowledge, but also enlarged my vision, enlightened me with new ideas, and helped me to build a way of thinking thoroughly and carefully."

Simon Jiang, Managing Director, Silk-roads Shipping, Beijing

"ITLS successfully helped me construct a whole new knowledge framework. It provided me with a systematic and analytical view of supply chains and the business world."

Samuel Xue, Managing Director, Australia Silk-roads, Sydney

Graduate programs in which you can study ports and maritime management

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<th>Units of Study</th>
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<th>Master of Transport Management</th>
<th>Master of Commerce</th>
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<td>Global freight logistics management</td>
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<td>Research case study I</td>
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The Master of Commerce offers several ways in which these units of study can be taken: as a specialisation (major) and/or as a single unit outside of a specialisation. Ports and maritime management units of study are offered within the Master of Commerce specialisation: Maritime and Aviation Management and Logistics.

For information about units of study offered for graduate diplomas and graduate certificates, visit sydney.edu.au/business/its/courses/transport_and_logistics

Note: For admission to the master’s degrees, applicants need to hold a prior degree at bachelor’s level (or higher) with minimum 65% average.

Master of Commerce applicants with relevant qualifications and/or work experience in a relevant field, such as business, may be eligible for a reduction of up to 50% of course requirements.

The Master of Transport Management or Master of Logistics Management can be packaged with the Master of Commerce, with 50% credit towards the latter, so you can complete both qualifications with a total of 18 units of study.

For more information, contact

Professor Michael Bell
sydney.edu.au/business/its/staff/michaelbe

Student Information Office
The University of Sydney Business School
T +61 2 9351 3076
E business.student@sydney.edu.au
sydney.edu.au/business/student_information_office

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