NATIONAL SENIOR CERTIFICATE EXAMINATION
MAY 2025

MARITIME ECONOMICS

MARKING GUIDELINES

Time: 3 hours 300 marks

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QUESTION 1 MULTIPLE CHOICE

1.1 C
1.2 D
1.3 A
1.4 C
1.5 A
1.6 A
1.7 B
1.8 B
1.9 C
1.10 A
1.11 B
1.12 B
1.13 C
1.14 A
1.15 B
1.16 C
1.17 C
1.18 C
1.19 B
1.20 B
1.21 A
1.22 A
1.23 D
1.24 C
1.25 D

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QUESTION 2 THE MARITIME WORLD

2.1 2.1.1 It's a diesel-electric propulsion system that assists a ship to remain in one position; the nature of their job demands that they remain in a fixed position.

2.1.2 More cargo space available; ships became cleaner; less risks of explosions and spontaneous combustion; less crew required; fewer bunker stops.
Any other plausible answer.

2.1.3 They can steam a longer distance without rebunkering.

2.1.4 Using cleaner fuel; hull shapes; rudder & propeller designs.

2.2 2.2.1 Twenty-foot Equivalent Unit.

2.2.2 Population growth; increased demand of goods and container ships; economies of scale; to save shipping costs.

2.2.3 20 years

2.2.4 23 000 – 10 000 = 13 000/10 000 × 100 = 130%

2.2.5 Increase

2.3 2.3.1 Asia

2.3.2 China; India; Indonesia; Ukraine; Russia

2.3.3 STCW

2.3.4 Cheaper labour; poor labour laws; weak trade unions; willingness to serve longer contracts.

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QUESTION 3 SHIPPING OPERATIONS

3.1 3.1.1 Seasonal demand for cargo; uncertain trade and cargo supply; takes long to build a new ship.

3.1.2 Set of information sent by the shipowner to the master pertaining all the relevant information to know about the new charter.

3.1.3 Load line (one mark for each mark, and one mark for plimsoll line)

3.1.4 (a) Flagging out

(b) Cheaper registration; better tax benefits; political reasons; to secure loans; for cabotage laws.

(c) Approve plans; monitor construction; sea trials; annual surveys; special survey.
Any three.

3.2 230 + (2 × 1 496) + (2 × 406) + 46 + (2 × 22) = 4 124 TEUs

3.3 00:01 14 May to 23:59 17 May = Four days

3.4 13 340 M / 22 kn = 606,36 / 24 hrs = 26 days

3.5 23:59 17 May + 26 days = 12 June

3.6 230 + 1496 + 406 + 22 + 46 = 2200 containers

3.7 3.7.1 2 200 / 3 × 32 = 23 hours + 6h = 29 hours

3.7.2 (a) A document that governs the condition of charter.

(b) No

(c) Dispatch

(d) Owner

3.7.3 2 × 32 = 64 × 8 = 512 containers first 8 hours
remainder = 2 200 – 512 = 1 688 / (4 × 32) = 13h + 8h = **21 hours**

3.8 Use electricity to stay cold; therefore, use additional fuel (MDO)

3.9 3.9.1 22 – 13 = 9 containers

3.9.2 Flag state; Classification Society; Insurers.
Any TWO.

3.9.3 (a) H&M

(b) TT Club

(c) Cargo insurance

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QUESTION 4 INTERNATIONAL TRADE

4.1 4.1.1 Consignee

4.1.2 Consignee

4.1.3 Consignee

4.1.4 Consignee

4.2 4.2.1 CCI

4.2.2 Through B/L

4.2.3 Document of title; evidence of contract of carriage; receipt for goods

4.2.4 46 × $1 400 = $64 400

4.3 4.3.1 32 d × $38 000 = $1 216 000

4.3.2 ((4d × $26 000) + $18 000)) + ((2d × $33000) + $53 700))
= $241 700

4.3.3 (26 d × 56 t/d × $282) + (32 d × 3 t/d × $336) = $442 848

4.3.4 $2 207 748

4.4 4.4.1 Liner service

4.4.2 (a) CCI Peace

(b) 12 May

(c) Customs clearance

(d) SARS

(e) 39 days

4.5 4.5.1 Only gateway to the Arabian Gulf; important for crude oil trade; important for the Middle Eastern imports.

4.5.2 Container ships; bulk carriers; livestock carriers
Any other type of ship.

4.5.3 (a) Via Cape of Good Hope

(b) Longer voyages; increased voyage costs;

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QUESTION 5 MARINE ENVIRONMENTAL CHALLENGES

5.1 5.1.1 Mid-latitude cyclone

5.1.2 High swell; rough seas; strong winds

5.1.3 Yes

5.1.4 Suspend/delay cargo operations; docking and sailings delayed

5.2 Expensive to clean up; kills phytoplankton; damages ecosystem; negative economic effects.
Any other plausible answer.

5.3 Overfishing; poaching; uncontrolled deballasting

5.4 Harvesting of marine resources; managing of marine resources

Total: 300 marks

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