

Questionnaire - Lecture 1

1. According to Adam Smith's theory, the economic importance of cheaper maritime transport is that it:

- A. Reduced the need for international trade
- B. Made local markets more isolated
- C. Expanded the size of markets and supported specialization
- D. Eliminated the role of ports

2. From an economic perspective, a port is best understood as:

- A. A final destination where goods are consumed
- B. A storage facility for cargo
- C. A transit node and interface within transport and logistics systems
- D. A purely administrative coastal area

3. The "load-break function" of ports refers to:

- A. The legal control of cargo ownership
- B. The reorganization of cargo between large-scale maritime transport and smaller-scale inland transport
- C. The taxation of imported goods
- D. The construction of breakwaters

4. Why are modern ports considered value-creating nodes in supply chains?

- A. Because they only load and unload ships
- B. Because they support cargo handling, logistics coordination, transformation, and distribution
- C. Because they replace inland transport systems
- D. Because they reduce the need for firms to trade internationally

5. Which of the following best explains why ports are highly heterogeneous?

- A. All ports serve exactly the same function
- B. Ports differ in scale, function, geography, economic role, and governance
- C. Port differences depend only on the size of ships
- D. Ports are heterogeneous only because of national regulations

6. In the Greek port system, the main difference between Piraeus and Thessaloniki is that:

- A. Piraeus is mainly regional, while Thessaloniki is mainly global
- B. Both ports have exactly the same strategic role
- C. Piraeus is more globally oriented, while Thessaloniki functions mainly as a regional gateway
- D. Thessaloniki is not connected to hinterland markets