

## Questionnaire - Lecture 2

### 1. What does the concept of *derived demand* mean in port economics?

- A. Ports create international trade independently
- B. Port demand depends only on government investment
- C. Ports mainly operate for tourism purposes
- D. Demand for ports exists because international trade exists

### 2. Why was the introduction of steamships considered a major turning point in maritime transport?

- A. Steamships eliminated the need for ports
- B. Steamships reduced transport costs and improved reliability
- C. Steamships made maritime trade slower but safer
- D. Steamships mainly increased air cargo transportation

### 3. Why does maritime shipping dominate global trade today?

- A. It is the fastest mode of transportation
- B. It is the cheapest transport mode for large cargo volumes over long distances
- C. Maritime transport faces fewer regulations than air transport
- D. Most countries prohibit the use of air cargo for trade

### 4. According to modern globalization trends, what matters more today than simple geographical distance?

- A. Climate conditions
- B. Military power
- C. Connectivity and integration into logistics networks
- D. Population size

### 5. How does trade liberalization generally affect ports and maritime shipping?

- A. It increases trade volumes and port activity
- B. It increases tariffs and trade barriers
- C. It reduces maritime transport demand
- D. It eliminates the need for global shipping networks

**6. Why are ports described as *economic catalysts* in modern globalization?**

- A. Because ports mainly operate as tourism centers
- B. Because ports only support maritime transport activities
- C. Because ports function independently from inland economies
- D. Because ports generate economic value across supply chains and regional economies

**7. What is the main difference between the *ocean economy* and the *blue economy*?**

- A. The blue economy adds sustainability and environmental considerations
- B. The ocean economy excludes fisheries and offshore energy
- C. The blue economy focuses only on shipping activities
- D. The ocean economy only concerns developed countries

**8. What does *gross value added (GVA)* measure in port economics?**

- A. The physical size of port infrastructure
- B. The number of ships visiting the port
- C. The contribution of port activities to GDP and regional economic output
- D. The environmental impact of port activities

**9. According to the stakeholder value approach, modern ports must demonstrate:**

- A. Economic, social, and environmental value
- B. Only environmental sustainability
- C. Only commercial profitability
- D. Only the ability to attract larger ships

**10. Why is the environmental role of ports often considered controversial?**

- A. Ports completely eliminate marine pollution
- B. Port activities may create environmental conflicts and ecological impacts
- C. Ports are disconnected from coastal ecosystems
- D. Environmental regulations do not apply to ports

**11. Why do many firms choose to locate near efficient ports?**

- A. Because ports mainly provide tourism services
- B. Because ports reduce access to international markets
- C. Because ports eliminate all transportation costs
- D. Because ports improve access to suppliers, export markets, and logistics services

**12. What does the Economic Complexity Index (ECI) primarily measure?**

- A. The size of a country's population
- B. The sophistication and diversity of a country's exports
- C. The total number of ports in a country
- D. The level of tourism development

**13. What does the Liner Shipping Connectivity Index (LSCI) measure?**

- A. The environmental performance of ports
- B. The number of tourists arriving at ports
- C. How well a country is connected to global liner shipping networks
- D. The military importance of maritime routes

**14. In empirical economic research, how can indicators such as the LSCI or ECI be used?**

- A. Only as descriptive statistics
- B. Only as environmental indicators
- C. Only for historical maritime analysis
- D. As explanatory, control, or channel variables in econometric models

**15. Modern ports increasingly function as:**

- A. Isolated cargo-handling facilities
- B. Innovation ecosystems and strategic economic systems
- C. Exclusively environmental protection zones
- D. Purely public-sector organizations without business networks