

Questionnaire - Lecture 3

1. Which of the following best explains why ports became increasingly important after the expansion of global supply chains?

- A. Countries reduced their dependence on international trade.
- B. Production processes became geographically fragmented across multiple countries.
- C. Firms shifted entirely toward domestic production systems.
- D. Maritime transport became less important than air cargo.

2. Between 1958 and 1988, why were reductions in transport costs considered highly transformative despite accounting for only around 8% of trade growth between 1958 and 1988?

- A. Because transport improvements eliminated the need for ports.
- B. Because they mainly benefited high-income economies only.
- C. Because they enabled entirely new production and distribution systems such as global supply chains.
- D. Because they reduced tariffs imposed by governments.

3. What is the most accurate interpretation of the decline in the relative export shares of countries such as the United States, Germany, and Japan?

- A. Their exports continued growing, but world trade expanded faster due to Asia's rise.
- B. These countries abandoned international trade.
- C. Their exports collapsed in absolute terms after 2000.
- D. Maritime transport became less important for advanced economies.

4. Why are high-value products such as integrated circuits and pharmaceuticals often transported by air instead of by sea?

- A. Maritime shipping cannot transport manufactured goods safely.
- B. These goods usually have high value-to-weight ratios and require faster delivery.
- C. Air transport is always cheaper than maritime transport.
- D. Ports cannot handle technologically advanced products.

5. Which of the following best illustrates the relationship between trade expansion and maritime infrastructure in China?

- A. China expanded exports while reducing investments in ports and shipping.
- B. China's export growth increased the importance of inland trucking rather than maritime transport.
- C. China's trade growth occurred independently of container shipping development.
- D. China simultaneously expanded manufacturing exports, commercial shipping capacity, and global port investments.

6. Why have ports increasingly become strategic geopolitical assets in the modern global economy?

- A. Because ports mainly determine domestic tax revenues.
- B. Because control over ports can influence trade access, energy security, and supply chain resilience.
- C. Because ports have replaced multinational corporations in global trade.
- D. Because maritime transport is declining relative to digital trade.

7. What is the main economic logic behind nearshoring strategies?

- A. Reducing transport risks and improving supply chain reliability by moving production closer to final markets.
- B. Relocating production to politically neutral countries.
- C. Eliminating all forms of international trade.
- D. Maximizing labor costs in advanced economies.

8. Which of the following best captures the concept of friendshoring?

- A. Concentrating production exclusively within domestic borders.
- B. Expanding trade regardless of political relations between countries.
- C. Organizing supply chains primarily among politically aligned and trusted countries.
- D. Replacing maritime transport with regional land transport systems.

9. Why is achieving full strategic autonomy difficult in the contemporary global economy?

- A. Because international trade agreements prohibit industrial policies.
- B. Because global supply chains remain highly interconnected and concentrated across multiple regions.
- C. Because countries no longer invest in manufacturing industries.
- D. Because maritime transport has become economically irrelevant.

10. What is the most accurate interpretation of globalization in today's geopolitical environment?

- A. Globalization is disappearing and international trade is collapsing permanently.
- B. Maritime trade is becoming less important because of regionalization.
- C. Ports are losing their strategic role because firms increasingly produce domestically.
- D. Globalization is evolving into a more politically influenced and regionally fragmented system rather than ending completely.

11. Why are modern ports increasingly described as integrated logistics and distribution platforms rather than simple transport infrastructures?

- A. Because ports coordinate maritime transport with inland logistics systems and supply chain activities.
- B. Because ports mainly specialize in military operations today.
- C. Because international trade increasingly avoids inland transportation networks.
- D. Because ports no longer handle physical cargo movements.

12. What is one major consequence of increasing product customization and shorter product life cycles for supply chains?

- A. Supply chains rely more heavily on large inventories and mass shipments.
- B. Firms prioritize responsiveness and flexibility over traditional economies of scale.
- C. Maritime transport becomes less important for global trade.
- D. Firms reduce the frequency of shipments to minimize logistics complexity.

13. Why is the Logistics Performance Index (LPI) considered an important indicator for global supply chains?

- A. It measures only the profitability of shipping companies.
- B. It evaluates the military importance of ports and trade routes.
- C. It assesses the efficiency and quality of logistics systems across countries.
- D. It focuses exclusively on container traffic volumes.

14. What is the main idea behind the "China plus one" strategy adopted by many multinational firms?

- A. Completely abandoning production activities in China.
- B. Expanding production only within North America and Europe.
- C. Reducing international production networks entirely.
- D. Maintaining operations in China while diversifying production toward additional countries or regions.

15. Why has supply chain resilience become a major strategic priority after recent global disruptions?

- A. Because firms seek to eliminate all international trade flows.
- B. Because disruptions exposed the vulnerability of highly interconnected global supply chains.
- C. Because firms no longer value cost efficiency in logistics operations.
- D. Because maritime transport became technologically obsolete.

16. What is the primary objective of Green Supply Chain Management (GSCM)?

- A. Maximizing trade protectionism across logistics networks.
- B. Reducing environmental impacts throughout the supply chain.
- C. Replacing maritime transport entirely with regional production systems.
- D. Increasing inventory levels regardless of environmental costs.

17. How does the circular economy transform the role of logistics systems and ports?

- A. Logistics becomes less important because fewer products are transported.
- B. Ports focus exclusively on waste disposal activities.
- C. Logistics systems must support both forward and reverse flows of materials, products, and recyclable resources.
- D. Circular economy systems eliminate the need for global coordination and information sharing.