



**PENINSULA**  
**COLLEGE**  
GEORGETOWN DK266-03(P)



**UNIVERSITY OF**  
**PLYMOUTH**

## FINAL EXAMINATION

Semester	:	<b>JANUARY 2026 SEMESTER</b>
Programme Name	:	<b>BSC (HONS) MARITIME BUSINESS (LOGISTICS) 3+0 IN COLLABORATION WITH UNIVERSITY OF PLYMOUTH</b>
Course Code & Name	:	<b>MAL3051 STRATEGIC MARITIME MANAGEMENT</b>
Duration	:	<b>3 HOURS</b>

### INSTRUCTIONS TO CANDIDATES:

1. Please read the instructions given in the question paper **CAREFULLY**.
2. The question paper consists of **PART A AND PART B**.
3. Answer **ALL** questions from PART A and **ONE (1)** question from PART B.
4. Answers to the questions are to be written into the examination booklet.
5. Electronic dictionaries, lecture notes, files or any unauthorised materials except writing equipment are strictly prohibited.

This question paper must be submitted along with all used and/or unused rough papers and/ or graph papers (if any). Candidates are **NOT ALLOWED** to take any examination paper(s) used or unused out of the examination hall.

### WARNING:

The Examination Board of Peninsula College Georgetown regards cheating as a very serious offence and will not hesitate to mete out the appropriate punitive actions according to the severity of the offence committed, and in accordance with the clauses stipulated in the Students' Handbook, up to and including expulsion from Peninsula College Georgetown.

*(This booklet contains 2 printed pages including this page)*

**DO NOT OPEN THIS BOOKLET UNTIL YOU ARE ALLOWED TO DO SO**

**PART A**

Answer **ALL** questions in **Part A** and **ONE (1)** question in **Part B** on the separate sheet provided. **[100 marks]**

1. Case Study: The Hong Kong Convention and Ship Recycling  
After 16 years in the making, the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) entered into force on 26 June 2025. The Convention requires vessels of 500 GT and above to carry a certified Inventory of Hazardous Materials (IHM). It mandates that ships be recycled only at authorised facilities holding a Document of Authorisation for Ship Recycling (DASR). Despite this milestone, maritime law firm Watson Farley & Williams (WFW) cautioned in their 2023 analysis that the HKC "cannot just be dusted off and implemented without changes," given the fragmented regulatory landscape involving the EU Ship Recycling Regulation (SRR) and the Basel Convention. Key concerns identified include the proliferation of Statements of Compliance (SoCs) of questionable weight, the risk of end-of-life flag switching to avoid compliance, and the absence of impermeable floor requirements that the Basel Convention demands.
  - a) Critically analyse **THREE (3)** safety and environmental concerns associated with ship recycling operations, with reference to the case study material above. (60 marks)
  - b) Using the Hong Kong Convention, critically evaluate the impact of maritime policy on the operational practices of shipowners, ship managers and ship recycling facilities. (40 marks)

**Total marks: [100 marks]**

**PART B**

Answer **ONE (1)** question in Part B on the separate sheet provided. **[100 marks]**

2.
  - a) A Greek shipowner is building a new Panamax bulk carrier and must decide on the vessel's flag. Evaluate the **THREE (3)** key factors the shipowner should consider when making this decision. (45 marks)
  - b) The Paris MOU on Port State Control operates a 'white-list' and 'black-list' of flag states. Explain what these lists mean and how they affect the commercial operations of a vessel. (15 marks)
  - c) The practice of 'flagging out' to open registers has been vigorously opposed by labour groups such as the International Transport Workers' Federation (ITF) and by environmental organisations, yet it continues to dominate global shipping. Critically evaluate the arguments for and against Flags of Convenience. (40 marks)

**Total marks: [100 marks]**
3.
  - a) Explain the structure and significance of the Maritime Labour Convention (MLC) 2006. In your answer, discuss how MLC 2006 complements other key IMO conventions and why it represents a significant development in the international protection of seafarers. (60 marks)
  - b) Critically appraise the impact of the Support for Maritime Training (SMarT) scheme on the operation and management of international shipping. (40 marks)

**Total marks: [100 marks]**

**- END OF QUESTIONS -**