Test Questions on Project Cargo Transportation

Section 1 Multiple Choice

Q1. Project cargo may consist of: [4 marks]
   a. A single large machine weighing 50 tons
   b. A combination of items packed in crates only
   c. An assortment of cargo packed individually in either containers or other packaging
   d. A combination of packages in containers, single large item and other packaging
   e. A combination of all the above

Q2. What is a modular chassis? [2 marks]
   a. A fixed chassis with fixed number of wheels
   b. A chassis made up of individual axles which can be added on or detached to meet the required payload
   c. A chassis with a fixed power plant
   d. A chassis that can operate itself

Q3. Why is it important to make detail planning in handling such project cargo? [2 marks]
   a. Because project cargo is easily available in the open market
   b. Because it is so large that it cannot be damaged
   c. Because it is a purpose-built item, damaging it can delay such project indefinitely
   d. Because such item is available in most countries

Q4. Project cargo transportation refers [2 marks]
   a. Only to the transportation of such cargo only by a single mode
   b. Only to more than one mode of transportation
   c. Only to such transportation by sea
   d. To any mode of transport involving either single large item of even a combination of such items
Q5. A counter-weight attached to back of a crane is to ensure: [2 marks]
   a. That the crane can move only steadily
   b. That the crane is stabilized to lift the capacity it is rated for
   c. That the crane appears more balance
   d. That the crane can lift higher tonnage than it is rated for

Q6. A spreader is used to ensure so: [2 marks]
   a. That the weight can be lifted by the crane
   b. That the sling or cable used to lift the weight vertically
   c. That the sling/cable can be used at acute angles
   d. That the sling can be shortened to minimize the lifting

Q7. What is the possible reason that a container quay crane can be cheaper to use than a mobile shore crane? [4 marks]
   a. Because the quay crane has nothing to do;
   b. Because getting mobile crane from outside the port involves mobilization charge
   c. Because most terminals have stated tariff for unit of specific weight
   d. Because mobile crane disrupts container wharf operations
      [Circle the correct answers]

Q8. Why is it safer to use 2x20 ton cranes to lift a 5 ton 40 ft long steel pipe rather than using a single 40 ton crane to do it? [2 marks]
   a. A single 40 T crane needs just one driver
   b. A single 40 T crane should be cheaper than 2x20T cranes
   c. Using 2 x 20T cranes provides better stability; as 2 cranes wider area of space
   d. Using 2x 20T is faster to operate.

Q9. Out-riggers are attached to mobile cranes to provide [2 marks]
   a. Better height for lifting
   b. Better leverage in operation
   c. Better stability to the crane during operation
   d. Better space for the crane to swing around.
Q10. Pads or even wooden planks are put under the out-riggers to [2 marks]
   a. Provide better stability to the crane
   b. Allow the crane to cover a wider area of operation
   c. Heighten the crane’s reach
   d. Allow the boom to swing faster

Q11. Forklift is used to lift containers because [2 marks]
   a. It is easier to do so
   b. It can be used to lift all kinds of containers
   c. It can only be used on 20’ containers with purpose-built slots for such operation
   d. It can operate in confined location.

Q12. SWL or Safe Working Load refers to the lifting capacity of the crane [2 marks]
   a. 25 degree
   b. 35 degree
   c. 45 degree
   d. 55 degree
   of the jib or boom

Q13. The SWL of a 50 ton-crane normally has its capacity tested ..... % above the stated payload. [2 marks]
   a. 5%
   b. 10%
   c. 15%
   d. 20%

Q14. What can be the reasons that multi-chassis trailer operators keep adequate spare tires for each operation? [2 marks]
   a. Such trailer is seldom used on continuous basis, hence the tires tend to suffer from fatigue
   b. Such tires must be available in most tire shops, only the uncertain distance deters operators from relying on this source
c. Such tires are seldom stocked, as they are more expensive with limited demand
d. Such tires can be replaced with the standard truck tires

Section 2: True or False Statements

The following statements require you to mark T for True or F for False against each of them [2 marks for each answer]

Q15. As a result of the imbalance of trade between various regions, container freights may be cheaper on the return leg of cargo flow [  ]

Q16. With container becoming the most used transport mode, many manufacturers of industrial equipment begin to design their products within the dimensions of a 40 footer container. [  ]

Q17. Shipping over-sized or over-wide cargo by container is partly contributed by the increase in the lifting capacity of the quay crane. [  ]

Q18. Heavy-lifts over the years, mostly as a result of technological advancement are getting larger and larger in weight and measurement. [  ]

Q19. Ro-Ro ships are never used to haul project cargo shipment. [  ]

Q20. Project cargo necessary means that its destination is outside urban location; where road may be bad and connectivity takes much longer time. [  ]

Q20. In case of very short bridge which has limited weight rating, a sufficient thick steel plate may be used to enable a safe temporary passage way. [  ]

Q21. A general rule of the thumb would indicate that a truck with more axles can carry higher pay-load. [  ]

Q22. In most locality electric or telephone wire may be temporarily removed to allow over height load to transverse the road with permission from the local council. [  ]

Q23. Most container wharves are designed with an average surface load of some 3 ton per square meter; this may allow loads of 100 tons to use them but may not allow such loads to be kept stationary over extended period. [  ]
Q24. Transporting large items over long distances over land may be cheaper to use a combination of rail-road modes in spite of additional handling costs. [ ]

Q25. Projects involving the ‘oil and gas’ industry generally involve items much heavier than the general project cargo. [ ]

Q26. The term ‘heavy-lift’ is very much dependent on the technology of the time in question [ ]

Section C: Short answers

Q27. What are the 3 basic facts to consider in ‘sizing-up’ a project cargo before taking any operation? [6 marks]

a. ______________________________________________

b. ______________________________________________

c. ______________________________________________

Q28. Why should containers be the preferred option in today scenario in transporting even project cargo? Give any 3 reasons [6 marks]

a. ______________________________________________

b. ______________________________________________

c. ______________________________________________
Q29. What are the best general practices to observe in the packaging and handling of consolidated cargo? [6 marks]

a. 

b. 

c. 

Q30. What is the best way to handle cargo? Give 3 reasons [6 marks]

a. 

b. 

c. 

Q31. What are the negative aspects of using unit load concept? [8 marks]

a. 

b. 

c. 

Q32. What are the factors to consider in cost analysis of project transport? [8 marks]

a. 

b. 

c. 

Q33. Name 5 items that are commonly transported as ‘heavy-lifts’ in today’s market. 5 marks]
   a. 
   b. 
   c. 
   d. 
   e. 

Q34. With the growing oil and gas industry, a new concept of handling this specific industry has come up with ‘baskets’; what are the differences and similarities as against the concept of containerization?
Give 4 features [8 marks]
   a. 
   b. 
   c. 
   d. 