JHARKHAND Rai University
UGC RECOGNISED UNIVERSITY
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## Lesson Plan & Tracking

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| **Programe : BBA LOGISTICS** | **Session : Fall 2022** | **Year : 2022-23** | **Sem: V** |
| **Course: Port Terminals Logistics** | | | |
| **Name of the Faculty: Pradipta Ray** | **Commencement Date: 30.08.2022** | | **Date of Closure:** |

| | | | | Blended Mode | | | | | | | | | |
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| **Lecture No.** | **Week** | **Unit** | **Topics to be Covered** | **ICT Tool/Platform/ LMS/Physical** | **Resources** | **Activity** | **Date** | **Duration** | **Tracking of Lectures** | **Related Course Outcome** | **Signature of Faculty** | **Signature of HoD** | **Remarks (if any)** |
| 1 | 1 | I | Introduction | | | | | | | | | | |
| 2 | | I | Difference between Major and Minor Ports -Ports in India | | | | | | | | | | |
| 3 | | I | Natural Harbours -New Ports to be developed in India | | | | | | | | | | |
| 4 | 2 | I | Major Ports of the World -Largest Port in the world | | | | | | | | | | |
| 5 | | I | Port Officials and their roles -Role of Ports | | | | | | | | | | |
| 6 | | I | Who are Port users | | | | | | | | | | |
| 7 | 3 | II | Container Terminals -Privatisation of Terminals | | | | | | | | | | |
| 8 | | II | Reason for Privatisation | | | | | | | | | | |
| 9 | | II | Major Terminal Operators in India | | | | | | | | | | |
| 10 | 4 | II | Terminal Operators of the world | | | | | | | | | | |
| 11 | | II | Privatisation the need of the hour | | | | | | | | | | |
| 12 | | II | Agreement between and existing Port Terminal and the new operator | | | | | | | | | | |

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| 13 | 5 | III | Import Cycle -Export Cycle | | | | | | | | | | |
| 14 | | III | Positions and Places in a Terminal | | | | | | | | | | |
| 15 | | III | Facilities in a Terminal | | | | | | | | | | |
| 16 | 6 | III | Container Monitoring and stacking -CFS inside a Terminal | | | | | | | | | | |
| 17 | | III | Reasons for Congestion of a terminal, de-congesting the terminal | | | | | | | | | | |
| 18 | | III | Window system in a terminal | | | | | | | | | | |
| 19 | 7 | IV | Major Port Trust Act | | | | | | | | | | |
| 20 | | IV | Port as a custodian of the cargo -Transit sheds | | | | | | | | | | |
| 21 | | IV | Cargo receivers -Wharfs and Berths | | | | | | | | | | |
| 22 | 8 | IV | Various berths in a Port -Meaning of Berth Restrictions | | | | | | | | | | |
| 23 | | IV | Port equipment’s and damage | | | | | | | | | | |
| 24 | | IV | Extra services -Berth reservation schemes | | | | | | | | | | |
| 25 | 9 | V | Port Tariff -Pilots and their duties | | | | | | | | | | |
| 26 | | V | Tugs and its usage -Night navigations | | | | | | | | | | |
| 27 | | V | Light Dues -Tariff Authorities of Major Port | | | | | | | | | | |
| 28 | 10 | V | Revision of rates -Port Trustees -Safety Procedures | | | | | | | | | | |
| 29 | | V | Introduction of ISPS, Damage to Port property by ships | | | | | | | | | | |
| 30 | | V | Compensation and confiscation of cargo to adjust dues | | | | | | | | | | |

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| 31 | 11 | | Revision | | | | | | | | | | |
| 32 | | | Revision | | | | | | | | | | |
| 33 | | | Discussions of model question paper | | | | | | | | | | |
| 34 | | | Discussions of model question paper | | | | | | | | | | |
| 35 | | | Discussions of model question paper | | | | | | | | | | |