MB123F

Sl. No.

IV Semester M.B.A. Degree Examination, May/June - 2026

MANAGEMENT

Elective-F : Corporate Law

International Trade Law

(Non-CBCS Scheme)

Time : 3 Hours **Maximum Marks : 80**

SECTION - A

Answer any Five sub-questions. Each question carries Three marks. **(5×3=15)**

1. a) Write a note on TRIPS.

b) Differentiate between international trade and international business.

c) What are Subsidies?

d) Write a note on Preferential Trade agreement.

e) Define exporting.

f) What is Trade remedy?

g) Write a note on international payment.

SECTION - B

Answer any Four sub-questions. Each question carries Five marks. **(4×5=20)**

2. What is Transnational Commercial Laws?

3. Mention the role of Customs Law.

4. What is meant by International Sale?

5. Write a note on free trade and WTO.

6. Explain the importance of International Commercial Arbitration.

7. Discuss the Mercantilist Theory of Trade.

SECTION - C

Answer any Three questions. Each question carries Ten marks. **(3×10=30)**

8. Discuss in detail EXIM Policy and its objectives.

9. Describe the basic features of GATS.

10. Explain the various methods of International Carriage of goods.

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11. Explain the role of WTO in relation to International Trade.

12. How does SEZs (Special Economic Zones) attracted International Trade?

SECTION - D

13. Case Study (Compulsory). **(1×15=15)**

A Vessel is time chartered for 2 years a daily rate of $3,000, to be paid monthly. The charter party states that: hull machinery and equipment in a Thoroughly efficient state. Capable of steaming under good weather conditions at about 12.5 knots. There is a clause paramount and the off hire clause stipulates _ “”In event loss time from breakdown or damages to machinery or equipment or by any other cause preventing the full working of the vessel, the payment of hire shall cease for the time thereby lost; and if upon the Voyage the speed be reduced by defect in or breakdown of any part of her hull, machinery or equipment the time So lost shall be deducted from hire”.

The vessel had been thoroughly serviced and engine repaired in drydock prior to the charter. The vessel is delivered and ordered to load at port. A for which the master estimated an eta arrival of 10th May based on 12.5 knots. The engine broke down and despite good weather the vessel arrived on 20th May. The charterers had to pay the additional costs.

Loading was also delayed due to constant breakdown of the vessel’s cranes and the main engine overhauled again. On the way to the discharge port the weather was good only 10 knots was achievable and severe delay resulted. The market rate for hire increased to $ 5,000. Statement of Legal Issues.

a) What are the charterers claims against the ship owners?

b) Explain the concerning the claims of the charterers against the ship owners.

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