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| **Assessment 1 of 2** | | | |
| To be administered by the Trainer/Assessor after the completion of all formal information presentation | | | |
| **Course and Code:** | **BSB41115 Certificate IV in International Trade** | | |
| **Unit/s of Competency:** | **BSBINT409 Plan for International Trade** | | |
| **\*Student Name:** |  | | |
| **Assessment Type:** | **Assignment, Report, Presentation** | | |
| **\*Student No:** |  |  | **Your Submission date will be what is shown in ACCIT Moodle after it is submitted for grading. (Not the draft submission date).** |
| **\*Assessor Name:** |  | | |

\*These fields are required to be filled

***All questions must be answered. To answer the questions, use this document.***

**Assessment 1 – BSBINT409: Plan for International Trade**

Please complete this assessment and submit for marking. This forms part of your assessment. This forms part of your assessment for BSBINT409: Plan for International Trade.

**The following documents are related to this document.**

* BSBINT409 Unit of Competency
* BSBINT409 Learner Guide

**Word count**

In this assessment some of the questions include a word count. This is a guideline only, but your answers should not vary substantially (i.e. +/- 10%) from the word count provided. Microsoft Word includes a word count tool.

**Reasonable Adjustment**

Whilst reasonable adjustments can be made in terms of the way in which evidence of performance is gathered, the evidence criteria for making competent/not yet competent decisions (and/or awarding grades) cannot be altered in any way. That is, the standards expected are the same irrespective of the group and/or individual being assessed; otherwise comparability of standards will be compromised. Please consult your trainer or the Director of Studies if you have any questions or special needs.

**Instructions to the Student**

Please read all the information given to you before you start this assessment. If you do not understand some or all the questions, please discuss them with your trainer/ assessor. Answer all questions in your own words. The questions are designed to assess your understanding of the unit as well as your underpinning knowledge. Please follow the below mentioned instructions before starting the assessment.

* This is not a group assessment. Submit the assessment individually.
* Submitted documents must have the following criteria. Font must be Times New Roman, Font Size needs to be 12, line spacing must be Single line.

**Assessment Requirements**

Students must answer all questions and demonstrate all required skills to a satisfactory standard. If you do not answer some questions, and are therefore deemed to be *Not Yet Satisfactory*, your trainer/ assessor may ask you supplementary questions to determine your competence. Should you still be deemed *Not Yet Satisfactory,* you will have the opportunity to undertake a supplementary assessment or appeal the result.

This assessment is intended to be equitable, fair and just. If you feel that the college should change any aspect of this assessment to be fair, equitable or just, immediately contact your assessor who will attempt to make alterative arrangements.

**Submission details**

* When you are ready to submit your assessments, upload the files in ACCIT Moodle, either by dragging and dropping your assessment into the space provided or browsing the files on your computer.
* Upload this assessment online in ACCIT Moodle once you have completed your assessment with all required evidence attached.
* It is important that you keep a copy of all electronic assessments submitted to ACCIT Moodle.

**Note:** Please submit all assessment components in one file, or with as few attachments and separate documents as possible; i.e. do not include templates or emails in separate documents – place them all in the one document.

**Performance objective**

The students need to understand how to evaluate the most appropriate transport method, route and protection/security options according to cargo and delivery requirements, review shipping and airfreight services available for transporting cargo, evaluate packing, marking and stowage requirements for a variety of cargo, calculate international freight and other shipment costs.

**Assessment description**

This assessment provides questions on how to plan for International Trade.

To complete this assessment successfully answer the questions, prepare a report and a presentation in as much detail as possible.

**Question 1**

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| **Objective** | * **Ascertain business context of cargo movement** |
| 1. According to the Council of Supply Chain Management Professionals (CSCMP), what are the four categories of business logistics? 2. List five possible questions to ask to ascertain your objectives and specifications. | |
| 1. According to the Council of Supply Chain Management Professionals (CSCMP), these are the four categories of business logistics:  * Balanced System * Heavily Outbound * Heavily Inbound * Reverse System | |
| 1. In order to ascertain your objectives and specifications with regard to the cargo on board, the five questions that you can ask are:  * What is the content, quantity, size, value and weight of your cargo? * What is the place of origin and/or destination of your cargo? * Who will be receiving the cargo, and does it have special requirement? * What is your budget? * What is your arrival deadline? | |

**Question 2**

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| **Objective** | * **Examine factors to be considered in route/mode selection** |
| 1. Identify four factors to consider when choosing route and mode of transport and explain each briefly. 2. Name two advantages and two disadvantages of each mode of transport. | |
| 1. The four factors to consider when choosing route and mode of transport are:    * Accessibility of cargo for transport.    * Capacity of cargo and the requirements of its capacity.    * The type of cargo and its needs for transportation.    * The cost effectiveness of sending cargo is in line with the budget.    * How frequently will the cargo be sent and received? | |
| 1. Advantages and disadvantages of each mode of transport:  |  |  | | --- | --- | | **Advantages** | | | * Roads have relatively low cost and gives more control over schedule and tracking. * Through sea, once can ship large volumes at lower costs and the contains can be used on the ship and for further transport, e.g. road/rail. | * Through rail, Maintain railroads across country and into other countries extensively as well. * Air offers quick and long distances of delivery where a range of goods can be transported. | | **Disadvantages** | | | * Long distance can sometimes increase time, cause traffic delays and even breakdowns. * Sea is slower than most modes of transport and has inflexible routes and associated timetables. | * Rail as well is slower and more expensive than other routes of transport and can be disrupted through mechanical failures and strikes. * Air offers higher costs and fuel prices. Also, it is not suitable for all goods. | | |

**Question 3**

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| **Objective** | * **Evaluate conditions and risks of different routes in relation to delivery requirements and utilise resources that provide information on the current service status of particular transport routes** |
| 1. Explain possible conditions and risks of each mode of transport.   *(within 150-180 words)*   1. Name two resources that can be utilised to check current service statuses. | |
| 1. Between road, air, rail and sea, there are a number of risks associated with almost all modes of transport. For instance, with good transported through air, the cargo may face temperature and pressure changes, along with delays and strikes. With regard to road and rail transportation, the risks are often associated with movement hazards i.e. vibration shocks, impact causing breakage, careless handling and even road and lines being blocks. Finally, sea transportation can cause water damage and even cause containers to drop into the sea due to wave impact. Finally, the corrosive atmosphere and the hostile storage conditions also contribute towards the hazards of sea transportation. For all these reasons and more, the aspects with regard to planning international trade should be treated with cautions. Thus, in order to ensure that one has the right information, recent travel information, the associated conditions and risks involved should be evaluated before sending the required cargo. | |
| 1. Some resources that can be used to check current service statuses:  * Australian and international news stations/websites. * The shipping provider’s website, e.g. updates or news pages. | |

**Question 4**

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| **Objective** | * **Identify airlines and air cargo services operating in and out of Australia** |
| 1. Identify your nearest airport and list three airlines that fly from there. 2. Where is your closest air cargo airport? *(within 20-30 words)* 3. What are the three primary options of air freight service? Briefly explain each. *(within 30-40 words for each)* | |
| 1. My nearest airport would be Sydney Airport and following flights arrive and depart this terminal:  * Eastern Australia Airlines * Pel-Air * Qantas | |
| 1. The new Sydney airport began offering freight firms the use of the airport for its services recently. Thus, that would be the closest to me. | |
| 1. There are three forms of air freight services. They are;  * **Next flight out** – This service ships cargo as soon as a flight is available. It is an expediated flight service and is one of the fastest options there is. However, it is often one of the costlier services and needs a service provider that has the resources available and can locate free space even at the last minute to meet deadlines. * **Consolidated Shipping** – Here, the cargo is combined with other shipments and it moves on a set schedule. This combining of cargo and the set schedule usually leads to lower costs than other options. However, smaller shipment sizes can certainly lead to delays. * **Deferred** – This form of shipment is only available if there is room of flight, thus this option is used for low priority shipment. It is to maintain a regular schedule and is only allowed to defer a few working days at a time. It offers great cost value though. | |

**Question 5**

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| **Objective** | * **Compare configuration and carry capacity of different types of aircraft** |
| 1. Give two major differences between the configuration of a commercial air freighter and a passenger aircraft. 2. Identify the aircraft with:  * The largest cargo volume * The fastest cruise speed * The largest cargo mass * The furthest maximum range | |
| |  |  | | --- | --- | | **Commercial Air Freighter** | **Passenger Aircraft** | | * Larger spaces, fitted security measures. | * Internal arrangement created to meet passenger needs before cargo. | | * Entry and exit points designed for cargo. | * Doors aisles, facilities, galleys, pitch, and seat sizes have an impact on design. | | |
| 1. The aircraft with:  * The largest cargo volume – Airbus Beluga * The fastest cruise speed – Boeing 757-200 Freighter * The largest cargo mass - Antonov An-225 * The furthest maximum range - Antonov An-225 | |

**Question 6**

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| **Objective** | * **Identify shipping services and types of ocean vessels operating in and out of Australia and compare different types of shipping services** |
| 1. Identify three Australian ocean freight companies. 2. Name five different ocean freight transportation services and briefly explain each. | |
| 1. Three Australian ocean freight companies are:  * Oceanic Shipping * Cargo Australia * Seabridge | |
| 1. The five different ocean freight transportation services are:  * **Less than Container Load (LCL) –** This is a cost-effective option where smaller loads of cargo are sent overseas by sharing container space. * **Full Container Load (FCL) –** This form of fright transport is used if larger amounts of valuable goods need to be shipped in a timely manner. * **Temperature-Controlled Freight Forwarding (Reefer Containers) –** These are refrigerated containers, which are usually set to a particular temperature that protects goods from being spoiled. Here, both the temperature and humidity is controlled at all times. * **Hazardous Containers and Dangerous Goods –** Such containers are used for the transportation of flammable liquids, explosives, pharmaceuticals, gases, dry ice, fuel cell engines, corrosive substances, and oxidising substances. * **Roll-on, Roll-off (RoRo) –** Used to transport wheeled items, that can be rolled on and rolled off of tractors, automobiles, and other heavy machinery that is mounted on wheels. | |

**Question 7**

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| **Objective** | * **Compare configurations and carry capacities of different types of ocean vessels** |
| 1. Name an ocean vessel which you would select for the following cargo:  * Cars * Garments and footwear * Coal * Crude oil * Liquefied natural gas  1. Where possible, identify any maximum capacities. | |
| 1. An ocean vessel ideal for the following cargo:  * Cars – Ro-ro vessels - can carry over 21,000 TEU i.e. twenty-foot equivalent units. * Garments and footwear – Container vessels * Coal – Bulk vessels * Crude oil – Crude carriers * Liquefied natural gas – Liquefied gas carriers | |
| 1. Maximum capacities for ocean vessel ideal for the following cargo is:  * Cars – Ro-ro vessels - * Garments and footwear – Container vessels * Coal – Bulk vessels - 400,000 metric DWT. * Crude oil – Crude carriers - few thousand DWT to 550,000 DWT. * Liquefied natural gas – Liquefied gas carriers - 10,800m³ (380,000 cu ft). | |

**Question 8**

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| **Objective** | * **Analyse and prepare protection, presentation and preservation requirements** |
| 1. List five important pieces of information that you should know in order to prepare your cargo for transport. 2. Write a short guide on packaging considerations that cover the ‘three Ps’ (protection, presentation and preservation). *(within 200-400 words)* | |
| 1. Five important pieces of information that one should remember in order to prepare your cargo for transport:  * Nature and type of goods * Mode of transport * Volume and Weight * Types of packages * Number of packages | |
| 1. Once you have analysed the above points, you can properly prepare your goods for their journey. The points below are a variety of packaging considerations to cover the ‘three Ps’. Goods should be properly secured, evenly distributed and well stowed within the packaging. If the packaging is not completely filled, then goods must be cushioned to stand against any shock or vibration. Where necessary, use battens (bars of wood) or dunnage (mats, shavings, etc.) and adequate internal bracing. Strap together and secure multiple smaller packages, this can be done with a wooden pallet base. When assembling your cargo packaging, make sure it is the largest practical unit it can be according to handing, dimension and weight requirements. Consider other packages that might travel or be stored with yours, prevent damage from ‘over-stowing’. Check regulations for banding and strapping, for Australia and the transit/destination countries (if applicable). Try to avoid re-using packaging that could lead to breaks or collapsing. Fit the packaging as closely as you can to the shape and size of the cargo. Where possible, include waterproof wrapping and/or lining. Do not over-package your goods as this reduces carrying capacity of the transportation. Closely follow any regulations on packaging dangerous goods, e.g. chemicals, liquids, etc. Always consult the transport service provider with any queries, they will have the best knowledge on types of packaging the routes they will be travelling. Presentation is also important in the export of products; this means design, colour and embellishment which can produce a favourable reaction and improve its competitiveness. | |

**Question 9**

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| **Objective** | * **Analyse range of containers available for international cargo and evaluate for use** |
| 1. List five different international cargo containers and identify the type of cargo they transport. | |
| 1. Five different international cargo containers and the type of cargo they transport:  * **Corrugated Box** – lightweight, recyclable and used for a variety of products. * **Wooden Box** – For heavier and denser good. Used for military and government shipments. * **Crate** – Usually made of wood. Used to transport big, heavy and does not need any sheathing for transport. * **Intermodal container** – Most widely used. ISP standardized and designed for international transport. Comes in a few different sizes. * **Intermediate bulk shipping container** – used for shipment of bulk material or fluids. Can be made of plastic, steel, composite, stainless steel, etc. and some can be folded (collapsed). | |

**Question 10**

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| **Objective** | * **Evaluate marking requirements and prepare correct marking advice** |
| 1. Name six different types of goods that require marking. 2. What are the three key pieces of legislation that cover marking requirements? 3. Briefly describe the correct form of a trade description. *(within 120-150 words)* | |
| 1. Six different types of goods that require marking;  * Food * Articles made from china, porcelain, earthenware or enamelled hollowware. Commonly used in connection with serving food. Kitchenware or kitchen utensils * Electrical appliances * Textile products * Articles of apparel including shoes * Cigars, cigarettes, manufactured tobacco, cigarette papers, cigarette tubes | |
| 1. The three key pieces of legislation that cover marking requirements are:  * Customs Act 1901 * Commerce Trade Descriptions Act 1905 * Commerce (Trade Descriptions) Regulation 2016. | |
| 1. The trade description must be in the English language and in prominent and legible characters. It should include the name of the country where the goods were made or produced. Where required, should include a true description of the goods ('true description' is not defined in the legislation so is taken to be anything that is a correct and accurate explanation of the goods). Unless a prepacked article, be in the form of a principal label or brand (including a mark, device, name, word, letter, numeral or symbol and a combination of 2 or more of those things) attached in a prominent position, and as permanently as practicable, to the goods – if attachment to the goods is impracticable, to the principal coverings containing the goods for wholesale or retail. | |

**Question 11**

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| **Objective** | * **Identify risk factors in relation to packing and storing of goods for transportation and select appropriate options** |
| 1. Identify three possible packing and storing hazards. 2. Name one control that you can put in place to avoid each. *(within 80-100 words)* | |
| 1. The three possible packing and storing hazards:  * Manual tasks, e.g. lifting, repetitive movement, overexertion. * Machinery and equipment, e.g. moving parts. * Gravity, e.g. falling objects, falls, slips and trips. | |
| 1. In order to ensure the safe transit of the products that one is shipping, important to reiterate the need for good, solid packaging that will not break during transit or storage. This is a risk for both worker and goods. You could be dealing with very large sizes and weights, items can fall and break so make sure packaging is appropriate and secured appropriately. To prevent further damage, it is essential that lack of ventilation, incorrect temperature, duration, etc. should also be given due attention. | |

**Question 12**

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| **Objective** | * **Examine and apply types of rates, volume-to-weight ratio factors, volume rules including rounding off and allowable projections, principles and methods of rating cargo for international carriage by sea** |
| 1. Identify three different rates for sea transportation. 2. Using the ocean freight ratio and formula, calculate the volumetric weight for the following shipment:  * 100 cartons of Vegemite * Each carton measures 30cm x 45cm x 30cm and weighs 10kg  1. Imagine the actual weight of the Vegemite shipment was 1000kg (100 x 10 kg) in total, which would be the chargeable weight? | |
| 1. Three different rates for sea transportation are:  * **Commodity or tariff rate** - Relevant to a particular commodity and rates may be quoted per tonne or by volume. * **Freight of all kinds (FAK)** - Per TEU/FCL/LCL in volume or weight. * **Ad Valorem (‘According to Value’)** - High-value goods which are costed by commodity freight rate plus premium for value of goods. | |
| 1. Based on the calculations, the volumetric weight for shipment of goods is 4050 Kg. | |
| 1. The chargeable weight will be calculated and rounded to the nearest whole number and if you have varying weights between boxes, always take the highest weight and multiply that by the number of boxes. | |

**Question 13**

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| **Objective** | * **Take into account variations in calculating shipping charges caused by surcharges and other variants and calculate and compare costs of shipping a variety of goods by several types of ocean service** |
| 1. Identify eight possible sea transport charges and variants. 2. You will need the internet for this activity.   Locate and choose two ocean shipping service providers with online quotation calculators. Fill in an online form which will provide you with an overall estimated cost for three different relevant products of your choice. Write a short report *(within 150-250 words)* of your findings.  Use [www.worldfreightrates.com](http://www.worldfreightrates.com) if unable to locate a specific company. | |
| 1. The eight possible sea transport charges and variants are:  * Australian post security surcharge * Delivery fuel surcharge * Currency adjustment factors * Peak season surcharge * Customs clearance and agency fees * Dangerous goods regulation fees * Destination port charges, e.g. lift on and lift off * Empty return fees | |
| 1. According to the required conditions, I used [https://www.worldfreightrates.com/](https://www.worldfreightrates.com/en/freight) first. I chose a containerized shipping method from Sydney, Australia to Port Chalmers, New Zealand. I chose to send apparels worth $1000 dollars and the freight company asked for $360.62 - $398.58, which was also subject to additional fee and taxes. | |

**Question 14**

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| **Objective** | * **Examine and apply types of rates, volume-to-weight ratio factors, volume rules including rounding off, principles and methods of rating cargo for international carriage by air** |
| 1. Identify and explain the volume-to-weight ratio and formula for air freight. 2. Using the Vegemite shipment information from Question 12C, calculate the volumetric weight for air freight:  * 100 cartons of Vegemite * Each carton measures 30cm x 45cm x 30cm and weighs 10kg * Total actual weight is 1000kg  1. Which is the chargeable weight? *(within 40-60 words)* | |
| 1. The carrier will then consider both the weight and volume of your cargo by converting the volume into a ‘weight equivalent’ (also known as volumetric/dimensional weight). Then a chargeable amount can be calculated per kilogram for whichever is the greater figure between the actual/gross weight and the volumetric weight. | |
| 1. By multiplying 30cm x 45cm x 30cm, we get the volumetric weight for the air freight i.e. 4.050 metric tons. | |
| 1. Considering that the CBM for the shipment is higher than the actual weight i.e. 4.050 Metric tons to 1000kg, so the volumetric weight would be the chargeable weight. | |

**Question 15**

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| **Objective** | * **Explain variations in calculating airfreight charges caused by the applicability of TACT rates, fuel surcharges, other variants, and exchange rates and calculate and compare costs of shipping a variety of goods by different air cargo services** |
| 1. Name two airfreight fees or surcharges. 2. What is DHL’s fuel surcharge for August 2019? 3. Briefly describe what is contained in TACT. *(within 200-250 words)* 4. You will need the internet for this activity.   Locate and choose two air shipping service providers with online quotation calculators. Fill in an online form which will provide you with an overall estimated cost for three different relevant products of your choice. Write a short report *(within 150-250 words)* of your findings.  Use [www.worldfreightrates.com](http://www.worldfreightrates.com) if unable to locate a specific company. | |
| 1. Here are the quotation results for Sending a free sample 12kg box of Tim Tams from Brisbane to Tokyo:    * Australia Post      1. express post international = $172      2. express courier international merchandise = $205      3. airmail = $165    * FedEx: Australia Promotional Export rates (Zone B Japan) = $18. | |
| 1. DHL’s fuel surcharge for August 2019 is 17.25% | |
| 1. The Air Cargo Tariff and Rules (TACT) contain comprehensive information about air cargo rules and must be consulted before undertaking airfreight transportation. It covers the regulations, rates and charges associated with sending goods by air, including IATA Industry rules on the acceptance of goods, Air Waybill completion, calculation of charges and cargo claims. County rules, regulations and charges on import, transit and export for over 200 countries. Information on airport facilities, such as handling equipment and storage facilities. IATA airline, city and airport codes and AWB prefixes. Industry and carrier-specific rates: over 4,5 million rates for 350,000 city pairs covering 215 countries worldwide. Industry, country and carrier specific charges for charges collect, class rates and DGR. Exchange rates are constantly changing and you will need to identify the rates at time of transportation. There will be an import rate and export rate for the currency you are converting to/from. | |
| 1. According to the required conditions, I used [FedEx](https://www.worldfreightrates.com/en/freight) Australia first. I chose a containerized shipping method from Sydney, Australia to Queenstown, New Zealand. In order to send a 25 kg box with goods worth $100 Australian dollars, FedEx would change $269.12. On the other hand, DHL would charge $336.81 Australian dollars to send the same shipment. | |

**Question 16**

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| **Objective** | * **Investigate and communicate postal and courier freight rates and size/weight factors and limitations and investigate and communicate rates and costs associated with chartering vessels and aircraft** |
| 1. Name six methods of effective communication when relaying information about rates and costs. | |
| 1. Here are some considerations for communicating your postal and courier freight rates and/or rates and costs associated with chartering vessels and aircraft:    * Brevity is key - keep it simple and to the point    * Include only facts and figures that are relevant and appropriate    * Use clear and concise language    * Stagger the feed of information if necessary or possible    * Encourage feedback or any queries    * Reinforce company and transport requirements in line with rates and costs mentioned | |

**Question 17**

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| **Objective** | * **Investigate and communicate rating principles and methods used in domestic, sea, road, rail and air transport** |
| 1. Create a short PowerPoint presentation (maximum 10 slides) on the rating principles and methods used in domestic, sea, road, rail and air transport and explain how you would communicate this information. | |
| 1. Attached with. | |

**Question 18**

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| **Objective** | * **Investigate all standard and extraordinary ancillary shipment costs on a door-to-door basis applicable in each mode** |
| 1. Name four ancillary costs that must be considered in door-to-door shipping. | |
| 1. Four ancillary costs that must be considered in door-to-door shipping are:  * Ground transport expenses (from the warehouse to the port of origin and from the port of destination to the warehouse) * Local and cargo handling costs in the origin and destination air/ports, e.g. lift on and lift off * Specific transport freight and surcharges, e.g. CAF/BAF and TEU rates * Management and documentation delivery costs | |

**Question 19**

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| **Objective** | * **Investigate and communicate the total cost concept and other factors that may determine whether cargo is carried by air or sea, or a combination of both (multimodal transport)** |
| 1. What are the five major considerations of selecting between air and sea transportation? 2. Briefly explain a ‘total cost concept’ and list the six main costs included. | |
| 1. The five major considerations of selecting between air and sea transportation are:  * Cost * Speed * Carbon footprint * Surcharges and taxes * Reliability | |
| 1. Total cost concept is a key concept in the understanding the whole process of international logistics; it doesn’t look at individual activities but the total cost of shipments and how to reduce this. This means looking at the system as integrated rather than individual parts, if you reduce one cost this will usually mean an increase in others. Main costs include:  * Customer service level costs * Transportation costs * Warehousing costs * Order processing and information costs * Lot quantity costs * Inventory carrying costs. | |

**Question 20**

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| **Objective** | * **Evaluate the need for cargo insurance and investigate the standard types of cover arrangements used by underwriters** |
| 1. Name four different types of cargo insurance. 2. List seven items that you could be protected from. 3. Name three possible questions to ask yourself when evaluating the need for cargo insurance. | |
| 1. The four different types of cargo insurance are:  * Land cargo insurance * Marine cargo insurance * Air cargo insurance * Single transit insurance | |
| 1. The seven items that you could be protected from:  * Fire * Theft * Earthquake * Collison * Heavy weather * Sinking * Derailment * Non-delivery | |
| 1. The three possible questions to ask yourself when evaluating the need for cargo insurance are:  * What would happen to your company if an entire shipment were lost? * Is the cargo of high value and/or desirable nature? * Are the goods lightweight but of a high value? | |

**Question 21**

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| **Objective** | * **Identify documents to be lodged with carriers, forwarders, insurance underwriters and customs in cargo loss or damage situations and complete for a hypothetical situation** |
| 1. Using the information below, fill in this claim form adding any details necessary. You should complete it in full ready for submission.  * 100 cartons of Vegemite * Each carton measures 30cm x 45cm x 30cm and weighs 10kg * 4 cartons have gone missing * Own truck transportation from Sydney to Brisbane.   To access a claims form, use the following link and print your completed document:  <https://www.zurich.com.au/content/dam/au-documents/claims/marine/goods-in-transit-claim-form.pdf> | |
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**Marking Sheet for Assignment: Plan for International Trade**

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| --- | --- | --- |
| Did the candidate | Competent | |
| Yes | No |
| Answer all questions and address all the requirements specified in the Assessment Task? |  |  |

**Student Submission Checklist:**

|  |  |
| --- | --- |
| Assessor name is written on the first page |  |
| Student name is written on the first page |  |
| Student number is written on the first page |  |
| The student submits the assessment within the due date |  |
| 1. The student incorporates employability skills (such as communication, team work, problem solving, initiative, technology, self-management& learning) |  |
| The student used the required style for this document |  |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Comments:**  *Comments will be provided as feedback files or in ACCIT Moodle* | | | | |
|  | | | | |
| **Result:** | **Satisfactory** | | **Not Satisfactory** | |
|  | | | | |
| The declaration below will appear when you click submit in ACCIT Moodle assessment submission link. You must check the checkbox and click submit. A draft copy will not be accepted as submission. | | | | |
| **Student Declaration:**  *This assignment is my own work, except where I have acknowledged the use of the works of other people. I have retained a copy for further reference.* | | | | |
|  | | | | |
| **Assessor:**  *I declare that I have conducted a fair, valid, reliable and flexible assessment with this student, and I have provided appropriate feedback* | | **Date:** | |  |
| **Signature:** | |  |