



UNIVERSITY  
OF  
JOHANNESBURG

**QUALIFICATION** : B COM HONOURS  
**MODULE** : NATIONAL & INTERNATIONAL TRANSPORT  
POLICY  
**CODE** : TRE8X02  
**DATE** : SUPPLEMENTARY EXAMINATION  
**DURATION** : 180 MINUTES  
**TIME** : 08:00  
**TOTAL MARKS** : 180

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**EXAMINER(S)** : PROF J WALTERS/ MR T MBARA  
**(EXTERNAL) MODERATOR(S)** : MR H. LEMMER  
**NUMBER OF PAGES** : 3 PAGES

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**INSTRUCTIONS TO CANDIDATES:**

- Question papers must be handed in.
  - Answer questions as per instructions
  - This is a closed book assessment.
  - Read the questions carefully and answer only what is asked.
  - Number your answers clearly.
  - Write neatly and legibly
  - Structure your answers by using appropriate headings and sub-headings.
  - The general University of Johannesburg policies, procedures and rules pertaining to written assessments apply to this assessment.
  - Please answer questions 1-4 in one answer booklet and questions 5-6 in another. Ensure that your answer books are clearly marked.
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**ANSWER ALL THE QUESTIONS****QUESTION 1 (20)**

Analyse the economic and non-economic transport policy objectives of the White Paper on National Transport Policy and relate then to the national economic and social objectives of South Africa (20 marks).

**Question 2 (25)**

The Moving South Africa Strategy (MSA) focused on all the modes of transport but especially the public transport system. Discuss the MSA findings related to public passenger transport AND the key strategic challenges that were identified by the study (20 marks). Do you believe that the challenges identified addressed the main issues faced by the public transport system? (5 marks)

**Question 3 (25)**

The World Bank undertook a review of the transport policies of six African countries and published the results in a Working Paper in January 2015. Based on the Working Paper, analyse the potential solutions to the successful implementation on transport policy in the six African countries (20 marks). Could South Africa also consider these solutions to the implementation of its own transport policies? (5 marks)

**QUESTION 4 (30)**

- 3.1 What is meant by regulated competition? (5 marks)
- 3.2 How can a competitive market be fostered? (5 marks)
- 3.3 'Public transport may be regulated in terms of price, quantity and quality and the need for control of one or more of these is determined by the nature of the service and the purpose for which it is provided'.
- (i) Explain the terms price, quality and quantity regulation (15 marks)
- (ii) In view of the worldwide trend towards liberalisation of transport markets, are these controls still necessary? (5 marks)

**QUESTION 5 (30)**

Given the scarcity of public budgets, many Governments worldwide are increasingly considering the involvement of the private sector to provide transport infrastructure.

- (i) Assess the critical issues that need to be considered in a concessioning scenario (15 marks)

- (ii) **Identify and critique the risks that a private company investing in transport infrastructure or services is likely to be exposed to and how these risks can be mitigated** (15 marks)

**QUESTION 6 (25)**

In South Africa, the development of small and medium enterprises (SMEs) in the public transport market was identified as one of the key social and economic development goal in transport. However, the full participation of SMEs in public transport was never fully realised as it was hampered by a number of problems.

**Identify and discuss the problems that are encountered by SMEs in the bus contracting systems in South Africa. In your discussion, you should also proffer solutions to mitigate the problems.**

**QUESTION 7 (25)**

**Discuss the strategic goals/objectives of the SADCC protocol** (15 marks)

One of the major objectives of regional communities is to ultimately have a common transport policy. **Identify and discuss the obstacles that would hinder the attainment of a Common Transport Policy** (10 marks)