



QUALIFICATION : **B COM HONOURS**

MODULE : **NATIONAL & INTERNATIONAL TRANSPORT POLICY**

CODE : **TRE8X02**

DATE : **NOVEMBER 2016 EXAMINATION**

DURATION : **180 MINUTES**

TIME : **08:00**

TOTAL MARKS : **180**

EXAMINER(S) : **PROF J WALTERS/ MR T MBARA**

(EXTERNAL) MODERATOR(S) : **MR H. LEMMER**

NUMBER OF PAGES : **3 PAGES**

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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Please note the choice that you have in answering EITHER question 5.1 OR 5.2

QUESTION 1 (30)

Institutional structures are critical in ensuring that transport policy is implemented and actioned. **Analyse the transport institutional structures** proposed in the White Paper on National Transport Policy (10 marks) **and compare these with the institutional structures according to the Land Transport Act (2009)** (20 marks).

QUESTION 2 (20)

The Moving South Africa Strategy (MSA) was developed to provide guidance on the implementation of the White Paper on National Transport Policy. **Describe the process (strategic design framework) that was followed to develop the MSA strategy** (you may make use of a diagram to assist you in the description) (20 marks).

QUESTION 3 (20)

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 you are required to **assess the main shortcomings of the six African countries' transport policies** (15 marks). **Do you think that these findings are also applicable to South Africa?** (5 marks).

QUESTION 4 (32)

- (i) The provision and operation of urban public transport in many cities of the developing countries has changed significantly since the 1940s. Gwilliam (2008) identified what he called a post-colonial 'regulatory cycle' in urban public transport operations. **Examine the factors that drive the cycle in bus regulation.** (12 marks)
- (ii) In many cities of the developing countries, the informal public transport system has become the most common and widely used form of urban public transport. **Critique the argument that informal public transport cannot provide a sustainable urban transport system in cities of the developing countries** (20 marks)

QUESTION 5 (30)**PLEASE CHOOSE BETWEEN 5.1 AND 5.2****5.1 EITHER:**

Although there has been an unprecedented growth in BRT systems worldwide, Lindau (2013) argued that "BRT is not always understood in the same way by practitioners and decision makers and has to face several barriers in implementation" **Critique the barriers to planning of BRT systems in developing countries.** (30 marks)

5.2 OR:

The Rea Vaya project in Johannesburg which was opened in 2008, represents one of the most significant public transportation initiatives in the metropolitan city and its realisation was a result of a negotiated contract.

- (i) **Explore the reasons why it was necessary to use a negotiated contract and not any other form of contract?** (5 marks).
- (ii) In respect of the planning process that was taken in order to implement the BRT project in Johannesburg, **discuss the 'pains and gains' of a negotiated contract identified by Seftel (2012)** (25 marks)

QUESTION 6 (14)

Explain the meaning of vertical and horizontal separation in rail transport (4 marks)
Discuss the rationale of infrastructure separation in rail operations (10 marks)

QUESTION 7 (20)

The Yamoussoukro Decision of 1999 remains the single most important air transport reform policy initiative by African Governments to date. Notwithstanding the endorsement of the Decision by African heads of states and Government in 2000, implementation has been slow and some Governments have not as yet signed the Declaration.

Examine the broad aims and objectives of the Yamoussoukro Decision. In your view, why has there been no progress in implementing the Decision?

QUESTION 8 (14)

Discuss the following:

- (i) **How a competitive transport market can be fostered?** (6 marks)
- (ii) **Reasons for lack of policy implementation in South Africa as cited by Mitchell (2009)** (8 marks)