



FACULTY/COLLEGE	College of Business and Economics
SCHOOL	Johannesburg Business School
DEPARTMENT	Transport and Supply Chain Management
CAMPUS(ES)	APK
MODULE NAME	Transport Economics 3A
MODULE CODE	TRE13A3
SEMESTER	First
ASSESSMENT OPPORTUNITY, MONTH AND YEAR	Final Summative Assessment Opportunity May 2019

ASSESSMENT DATE	28 May 2019	SESSION	12:30 – 15:30
ASSESSOR(S)	Mr T Mbara		
MODERATOR(S)	Professor Rose Luke (Internal), Mr Herman Lemmer (External)		
DURATION	3 hours (180 min)	TOTAL MARKS	180

NUMBER OF PAGES OF QUESTION PAPER (Including cover page)	5
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INFORMATION/INSTRUCTIONS:

- Answer all the questions
- Question papers must be handed in
- 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.

SECTION A (MULTIPLE CHOICE)**[20 MARKS]**

1. _____ "is the exercise of political, economic and administrative authority to manage a nation's affairs"
 - a. Cabinet
 - b. Politics
 - c. Governance
 - d. Regime
2. *Projection* is a forecasting method. How is it done?
 - a. Uses subjective judgements
 - a. Uses theoretical assumptions
 - b. Uses historical and current trends
 - c. Uses inferences
3. *Agenda setting* cannot be studied in isolation from the following factors with the exception of:
 - a. Social
 - b. Technological
 - c. Parliamentary
 - d. Political
4. _____ consists of different activities of the government implemented in a formally coordinated way through on going activities
 - a. Projects
 - b. Programmes
 - c. Plans
 - d. Schemes
5. What is meant by a *public good*?
 - a. The good is provided in the private market
 - b. Consumption of good by one does not reduce the amount available for consumption by others
 - c. The good is provided under monopoly conditions
 - d. The good is provided under oligopoly conditions
6. An important requirement for the existence of *an externality* is the:
 - a. Availability of suitable pricing
 - b. Convenience in the pricing system
 - c. Agglomeration of benefits that accrue
 - d. Absence of suitable pricing
7. *Problem prioritisation* is necessary because:
 - a. There are sufficient resources to address all the problems
 - b. There are insufficient resources to address all the problems
 - c. It increases donor funds
 - d. It helps to reduce poverty

8. A characteristic of a developing country:
 - a. A higher income per capita;
 - b. The gaps between the rich & the poor is relatively small
 - c. Reduced dependency on foreign donors
 - d. Increased dependency on agricultural subsistence farming
9. What is meant by an *issue*?
 - a. A theme/topic that generates attention because differences of opinion exist about it
 - b. A theme/topic that can be debated
 - c. A theme/topic that can only be considered by Parliament
 - d. A theme/topic that is less controversial
10. *Public Policy* is normally studied in order to:
 - a. Improve policy processes, contents and outcomes
 - b. Encourage political pluralism
 - c. Discourage the influence of the public
 - d. Reduce the influence of interest groups
11. What is meant by a merit good?
 - a. A good that is provided in the right quantities
 - b. A good provided on the basis of considerations of need rather than ability and willingness to pay
 - c. A non-rivalrous good which means that once the good has been provided, it is available to all
 - d. A good which has no market value
12. What is a model?
 - a. A collection or pattern of commonly held/accepted perceptions, assumptions
 - b. A reliable explanation and prediction of relationships among specific variables
 - c. An action plan
 - d. A representation of a more complex reality that has been oversimplified in order to describe and explain the relationships among variables
13. *Policy coherence*:
 - a. Implies that various policies go together because they share, a set of ideas or objectives
 - b. Refers to general macro-level policy strategy about what should be done
 - c. Means complying with regulatory requirements
 - d. Involves a description of the content of public policy, impact of environmental forces on the content
14. The *public policy process* can be compared to a journey that is to be undertaken. This means:
 - a. There is one route to be followed to reach the destination
 - b. There are many vehicles that need to reach the destination
 - c. There are a few routes to choose from
 - d. There is a clear destination that exists but with different potential routes
15. The objective of *policy advocacy* is:
 - a. Persuasive communication in order to encourage interdepartmental harmony
 - b. Weak communication in order to retain the status quo
 - c. A bill is forwarded to the President for signature to become an act
 - d. Persuasive communication in order to affect policy change

16. *Top-down approach* is associated with _____ leadership
- Autocratic
 - Democratic
 - Bureaucratic
 - Charismatic
17. *Policy agenda setting* is a crucial phase in public policy making for three of the following reasons except:
- It determines how to minimise public participation in the policy making process
 - It determines and prioritises what policy issues are addressed
 - It determines who influences or controls the policy making process
 - It determines how stakeholders influence the policy agenda
18. *Participation* in community development projects can be enhanced by:
- Centralisation of planning
 - Decentralisation of planning
 - Reducing the number of community development meetings
 - Selective information dissemination
19. Which among the four is an *objective*?
- Promote the use of high capacity vehicles in future
 - Ensure future provision of adequate public transport
 - Reduce passenger waiting time by 10 minutes
 - Devise prospective measures to conserve energy
20. *Policy content* reflects the that should be attained
- Mission, vision and goals
 - Parliamentary directives
 - Government philosophies
 - Constitutional obligations

SECTION B

QUESTION 1

[60 MARKS]

Transport research which traditionally focused on the 'predict and provide' philosophy, is now moving towards more encompassing undertakings based on the nature of transport problems and alternative approaches to transportation issues. Since the growth of environmentalism, the focus is becoming increasingly orientated towards investigating environmental, social, economic, safety, accessibility and integrated transport concerns. However, as this discussion will show, transport policy, whether at an academic or political level, operates on a contested terrain. Transport planning has traditionally been dictated by the rational planning approaches determined by transport engineers with a positivist scientific tradition, underpinned by forecasting and modelling practices. These approaches entail an evaluation of the current transport system, predicting future demands and implementing the appropriate strategy to accommodate this demand. Following the rise in popularity of the private vehicle this has inevitably resulted in road building programmes, with little attention being given to the social and environmental costs. Transport in such studies is perceived as being purely a technical problem neglecting social and environmental phenomenon. The 'predict and provide' approach, highlighted above, along with its associated assumption (where public transport money is seen as an expenditure, whilst road finance is identified as an investment) and processes (with road building falling in the domain of national politics, thereby isolating transport planners from other transport stakeholders) has failed in its attempts to present

a true representation of the real transport needs. The epistemology of 'predict and provide' has been unable to absorb certain social and ecological issues. Specifically, that road construction (both the act of construction and the ensuing practices arising from such infrastructure) is inherently unsustainable. To determine the true economic implications of transport projects, and advance academic knowledge a more holistic, challengeable and ultimately defensible set of decision-making criteria is needed. Transport planning decisions need to be participatory and place the human person, social perspective and reflexivity into the centre of any policy contemplation.

Source: Adapted from Chartered Institute of Logistics and Transport (2014)

- 1.1 The case argues that "Transport planning has traditionally been dictated by the rational planning approaches determined by transport engineers with a positivist scientific tradition". Discuss the '*rational planning approach*' that gives credence (support) to this argument. (10 marks)
- 1.2 The case recognised the importance of the pillars of sustainable development by stating that "Since the growth of environmentalism, the focus is becoming increasingly orientated towards investigating environmental, social, economic transport concerns". Explain the three pillars of sustainability and their implications to transport. (25 marks)
- 1.3 The case contends that participation is at the centre of any policy contemplation. Examine the advantages of public participation in planning decisions. (20 marks)
- 1.4 "Specifically, road construction (both the act of construction and the ensuing practices arising from such infrastructure) is inherently unsustainable". In your view, explain what is meant by this statement. (5 marks)

QUESTION 2**[12 MARKS]**

Policy is a statement that provides guidelines and directions for carrying out activities intended to accomplish an overall objective. Examine the reasons on why transport policy is necessary?

QUESTION 3**[18 MARKS]**

Problem prioritization is necessary because most governments face numerous policy related issues and problems and with insufficient resources to address these problems effectively. Citing appropriate examples, explore how governments prioritise policy issues and problems by considering the factors which determine whether or not policy problems will appear on the policy agenda.

QUESTION 4**[25 MARKS]**

There are seven (7) key explanatory variables commonly referred to as the 7-C protocol variables that help in better understanding and influencing successful policy implementation. Identify and discuss any five of these 7-C protocol variables.

QUESTION 5**[15 MARKS]**

Define *social exclusion* (3 marks) and discuss the concept of transport disadvantage in relation to social exclusion/inclusion (12)

QUESTION 6**[30 MARKS]**

'If government policy has to be relevant and effectively serve the needs of citizens, it should not be static'. Identify and explain the reasons for policy change.