



UNIVERSITY
OF
JOHANNESBURG

MODULE : NATIONAL AND INTERNATIONAL TRANSPORT
POLICY

CODE : TRE8X02

DATE : JANUARY 2018
SUPPLEMENTARY EXAMINATION

DURATION : 180 MINUTES

TOTAL MARKS : 180 MARKS

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.
- Answer **questions 1 and 2** in one answer booklet and **questions 3 to 6** in another. Ensure that your answer books are clearly marked.

QUESTION 1

[30 MARKS]

The White Paper on National Transport Policy (1996) included specific recommendations regarding the institutional arrangements necessary for transport policy management and implementation. Review these institutional requirements (6 marks) and compare these with the institutional arrangements that are to be found in the National Land Transport Act, 2009 (24 marks).

QUESTION 2

[30 MARKS]

The World Bank assessed the transport policies of six African countries in a recent report entitled "*The Africa Transport Policies Performance Review*". Critically explore the main policy shortcomings of these African countries in executing their policies and the potential remedies to address these shortcomings (24 marks). Do you think that South Africa suffers from the same problems and would the advice of the World Bank also be of benefit to South Africa? (6 marks)

QUESTION 3

[25 MARKS]

Given the scarcity of public budgets, many Governments worldwide are increasingly considering the involvement of the private sector to provide transport infrastructure. Assess the benefits of concessioning (10 marks) and critique the issues that need to be considered in a concessioning scenario? (15 marks)

QUESTION 4

[30 MARKS]

Discuss the following: (30)

- (i) The problem of *predatory bidding* in competitive tenders (10 marks)
- (ii) Functions of the *Cross Border Road Transport Agency* in regulating cross border traffic (10 marks)
- (iii) Why there has been a *dearth* (dramatic decline) in conventional urban public transport systems in many cities of the developing world. (10 marks)

QUESTION 5

[30 MARKS]

- 5.1 Explain the worldwide unprecedented growth in the number of cities investing in Rapid Transit Systems (BRT) (10 marks)
- 5.2 Although there has been an unprecedented growth in BRT systems worldwide, 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. (20 marks)

QUESTION 6

[35 MARKS]

- (i) Discuss the rationale of infrastructure separation in rail operations. (10 marks)

- (ii) A state railway company which for many years had found its niche in the transportation of freight was requested by Government to run short distance passenger commuter services as well. At the end of the financial year, the traffic moved, revenue generated and direct costs incurred for each traffic category are shown in the table below:

Traffic	Flow/year	Revenue (R million)	Direct Costs (R million)	Shared Costs (R million)
Freight	550 million ton kms	1 150	760	400
Commuter passenger	320 million passenger kms	580	450	

- (a) Determine overall viability (i.e. profitability) (5 marks)
- (b) Assuming that shared costs are allocated among the traffic flows in proportion to unit km (i.e. 1 ton-km = 1 passenger-km) show by calculation the viability of each traffic service and comment on your results. (15 marks)
- (c) From your calculations, what would you recommend the company to do? (5 marks)