higher education & training

Department:
Higher Education and Training
REPUBLIC OF SOUTH AFRICA

MARKING GUIDELINE

NATIONAL CERTIFICATE (VOCATIONAL)

TRANSPORT ECONOMICS
NQF LEVEL 2

16 November 2023

This marking guideline consists of 6 pages.

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SECTION A

QUESTION 1

1.1 D
1.2 D
1.3 A
1.4 B
1.5 B

(5 × 1) **[5]**

QUESTION 2

2.1 True
2.2 False
2.3 True
2.4 False
2.5 False

(5 × 1) **[5]**

QUESTION 3

3.1 Elasticity of demand
3.2 Supply
3.3 Transport
3.4 Petroleum
3.5 Gross domestic product

(5 × 1) **[5]**

QUESTION 4

4.1
- Time and cost required to travel
- The ability to move (Any ONE)

4.2 A country that is surrounded by land and has no coastal regions

4.3 An economy that is represented by wealth on the one hand and poverty on the other or by both developed and underdeveloped industries

4.4 A means or system of moving people from one place to another

4.5 All systems and facilities used to transport people and goods

(5 × 2) **[10]**

TOTAL SECTION A: 25

SECTION B

QUESTION 5

5.1 5.1.1
- Increased operational cost
- Low profitability
- Inability to hire skilled labour because of not meeting their own financial targets
- Customers will, in turn, lose trust in the organisation.

(Any other relevant 3 × 2) (6)

5.1.2 Minister of Transport said the department was rolling out the labour-intensive road construction and maintenance programme across South Africa. (2)

5.1.3 Fikile Mbalula (1)

5.1.4 He said the programme was putting into action the presidential employment stimulus package to address the triple challenges of unemployment, poverty and inequality. (2)

5.2 5.2.1 Person or company that transports goods or people for any person or company (2)

5.2.2
- Serves all customers and commuters without discrimination
- Provides scheduled services to specific destinations or within a designated area in accordance with defined and published routes.
- Transports persons or goods according to set time schedules and rate tables upon the approval of regulators.
- Usually carries only the type of cargo for which it is certified
- Is usually available as a public convenience and necessity.

(5 × 2) (10)

5.2.3 The common carrier (2)

5.2.4 This increases the operational costs of the organisation. (2)

5.2.5 Port Elizabeth (1)

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QUESTION 6

6.1
- Improves the economy of a country.
- Improves investment in the country
- Ensures access to medical facilities and care which decreases the infant mortality rate
- Alleviates poverty (Any 3 × 2) (6)

6.2
- Mass transport
  To compete with private car, to limit environmental harm and to provide high-quality transport services for everyone
- Individualisation and changing lifestyle
  Flexible work arrangements and leisure activities can be seen in people's travel patterns.
- Demographic change and ageing of the population
  People are growing much older than before, causing problems for public transport
- Information and communication technologies
  at home, at the workplace and via mobile services also influence transport patterns, by providing access to information about the traffic situation and transport services.
- Urban sprawls
  It is the growing number of urban developments such as housing projects and shopping centres on undeveloped land near the city.
- Changing legal, institutional and market conditions
  With the public transport market becoming more competitive, new challenges and opportunities arise for transport operators in terms of flexibility.
- Rising external cost of transport
  The rising external cost of transport is forcing transport operators and individuals to change their modes and means of transport.
- Public funding
  The private sector will most likely have to pay more for public transport services and the development of its infrastructure.
- Social exclusion
  The ageing of society and dispersing land use patterns lead to the increasing danger of social exclusion for those members of society who do not own or cannot use a private car.
- Increasing number of potential users
  Private car owners may still prefer the car as their main mode of transport, but more and more people choose the transport mode that fits a specific trip the best.
- Cost-efficiency of new mobility services
  Limitations in public funding for transport services are becoming more important in the planning of public transport services.
- Policy frameworks transport policy discourse
  People are becoming more concerned about the environment.
-

- The need for transport intermodalism

Intermodal transport services that provide flexibility within the whole transport chain – from to the producer to the consumer; flexibility regarding time; costs and mode of transport – are urgently needed. (Any 3 × 3) (9)

6.3
- Pick n Pay
- Woolworths
- Shoprite
- Spar
- Boxer
- Game (Any 3 × 1) (3)

6.4
- Inappropriate government regulation
- Anti-competitive conduct of firms
- Domination by big business with close ties to government
- Corruption
- Price-fixing, cartels, mergers
- Unfair public procurement process
- Criminal acts and fear of retaliation
- Unnecessary and unfair entry barriers
- Lack of competition, policy enforcement (Any 5 × 1) (5)

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QUESTION 7

7.1 7.1.1
- Improving access to transport for every South African citizen
- Developing new modes and means of transport to prevent social isolation and to achieve social unity
- Improving transport systems and equipment to cater for special-needs users, such as the disabled, women, children, poor people.
- Sharing social, economic, and cultural benefits of transport more equally
- Ensuring that all citizens have an equal share, are regarded as equally important and are well-represented in transport planning and decision-making
- Reducing the social and health risk and dangers associated with transport (Any 5 × 2) (10)

7.1.2
- Rural poverty and associated inaccessibility to public transport and the reservation of luxury transport for privileged citizens
- Patterns of uneven development between developed and under-developed areas
- Under-investment in rural transport
- The lack of capacity and commitment within government, combined with a lack of community participation, resulted in poor project planning and implementation. (Any 3 × 2) (6)

7.1.3
- The National Spatial Development Plan
- The Integrated Sustainable Rural Development programme
- Integrated Development plans
- Land use and transport plans (4)

7.2
- Upgrade of the Dunoon minibus taxi rank
- BRT project in Cape Town, Johannesburg, Tshwane, and Polokwane
- The rural roads built as part of the Rural Development Strategy
- The upgrade of the King Shaka International Airport (4)

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TOTAL SECTION B: 75
GRAND TOTAL: 100

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