higher education & training

Department:
Higher Education and Training
REPUBLIC OF SOUTH AFRICA

MARKING GUIDELINE

NATIONAL CERTIFICATE (VOCATIONAL)

TRANSPORT OPERATIONS
NQF LEVEL 2

15 NOVEMBER 2022

This marking guideline consists of 5 pages.

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SECTION A

QUESTION 1

1.1	1.1.1	C		
	1.1.2	B		
	1.1.3	C		
	1.1.4	B		
	1.1.5	C		
			(5 × 1)	(5)
1.2	1.2.1	False		
	1.2.2	False		
	1.2.3	False		
	1.2.4	True		
	1.2.5	True		
			(5 × 1)	(5)
1.3	1.3.1	National Road Traffic Act		
	1.3.2	Marketing		
	1.3.3	Contracting		
	1.3.4	Fleet		
	1.3.5	Transport		
	1.3.6	Fleet control		
	1.3.7	Tertiary		
	1.3.8	Reactive		
	1.3.9	Direct		
	1.3.10	Outsourcing		
			(10 × 1)	(10)
1.4	1.4.1	D		
	1.4.2	F		
	1.4.3	A		
	1.4.4	B		
	1.4.5	C		
			(5 × 1)	(5)
				[25]

TOTAL SECTION A: 25

SECTION B

QUESTION 2

2.1
- Increasing levels of motorisation
- Traffic congestion
- Air pollution
- Extended land-use patterns
- Climate change
- Noise pollution
- Water pollution (Any 3 × 1) (3)

2.2
- Train staff✓✓
- Change employment selection processes✓✓
- Conduct external and internal auditing✓✓
- Use outside service providers✓✓
- Implement a code of conduct✓✓
- Separate responsibilities
- Encourage whistleblowing with a well-planned policy (Any 5 × 2) (10)

2.3
- It influences the location and range of productive and leisure activities.✓✓
- It affects the location of residents and the quality of their lives.✓✓
- It influences the range of provision of goods and services available for consumption.✓✓ (3 × 2) (6)

2.4
- Un-roadworthy vehicles✓ – This leads to road accidents due to operators not fulfilling their duties to keep their vehicles in good condition as required by law.✓
- Overloading✓ – Operators are still overloading their vehicles, especially truck operators since section 50 of the RTQS is not being applied.✓
- Lack of control over drivers✓ – There is inadequate control and discipline for drivers by operators.✓
- Attitude towards the RTQS – There is a serious negative desire (and intention) to make the legislation work.
  (Any relevant reason why the RTQS has failed to achieve its objectives)

(Any 3 × 2) (6)
[25]

QUESTION 3

3.1
- Explosive Detection System (EDS) and other cargo screening technologies.✓✓
- blast-resistant cargo containers.✓✓
- Tamper-resistant and tamper-evident packaging and containers.✓✓
- Biometric systems for worker identification and access control.

(Any 3 × 2) (6)

3.2
- Damaged/broken pallets
- Stairs
- Damaged/broken shelves
- Forklifts
- Suspended loads
- Walkways (slip, trip and fall incidents)
- Forklifts

(Any relevant 5 × 1) (5)

3.3
- Driver and operator training and ongoing learning to ensure that drivers understand and can use new vehicles and equipment.✓✓
- Driver licensing and registration where needed.✓✓
- Business operator licensing and registration where needed.✓✓
- Managing driver hours and other human resources related aspects. ✓✓
- Managing information received from tachographs or other electronic equipment providing information on driver behaviour.
- Ensuring driver wellness through upskilling and personal developments plans.

(Any 4 × 2) (8)

3.4
- Treating customers the way you would like to be treated in similar circumstances.✓✓
- Having good manners✓✓
- Giving customers full attention.✓✓
- Under-promising and over-delivering instead of over-promising and under-delivering.

(Any 3 × 2) (6)

[25]

QUESTION 4

4.1 A midibus means a motor vehicle designed or adapted solely or principally for the conveyance of more than 16✓ and not more than 35 persons, including the driver;✓ whereas✓ a minibus means a motor vehicle designed or adapted solely or principally for the conveyance of more than 9✓ and not more than 16 persons including the driver.✓ (5)

4.2
- Driving a motor vehicle while under influence of a drug having a narcotic effect.✓✓
- Driving a motor vehicle while the concentration of alcohol in the applicant's blood exceeds the acceptable limitation by law.✓✓
- Reckless or negligent driving✓✓
- In the case of an application for a category P permit, an offence of which violence was an element.

(Any 3 × 2) (6)

4.3
- Clutch failure
- Transmission failure
- Battery failure
- Brake failure
- Shock absorber failure (Any 3 × 1) (3)

4.4
- It can be planned to suit operational requirements and therefore with the least possible interference with operational requirements.✓✓
- It ensures that required maintenance will be carried out when due.✓✓
- It ensures that maintenance takes place at predetermined times to balance the use of maintenance facilities and the workload of staff.✓✓
- It allows for a realistic estimation in advance of the time needed for maintenance purposes.✓✓
- lowers overall running costs
- increase the lifespan of a vehicle
- can also help to avoid expensive breakdowns (Any 4 × 2) (8)

4.5
- Unexpected breakdowns and emergencies
- Excessive vehicle and trip adjustments
- Cancellation of agreements
- Late deliveries
- Cost of replacement of vehicles (Any 3 × 1) (3)

[25]

TOTAL SECTION B: 75
GRAND TOTAL: 100

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