higher education & training

Department:
Higher Education and Training
REPUBLIC OF SOUTH AFRICA

MARKING GUIDELINE

NATIONAL CERTIFICATE (VOCATIONAL)

TRANSPORT ECONOMICS
NQF LEVEL 2

7 November 2022

This marking guideline consists of 5 pages.

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SECTION A

QUESTION 1

1.1 True
1.2 False
1.3 True
1.4 True
1.5 True
1.6 True
1.7 True
1.8 False
1.9 False
1.10 False

(10 × 1) **[10]**

QUESTION 2

2.1 D
2.2 A
2.3 F
2.4 J
2.5 E
2.6 B
2.7 I
2.8 G
2.9 H
2.10 C

(10 × 1) **[10]**

QUESTION 3

3.1 An economy represented by wealth on the one hand and poverty on the other

OR

Developed and underdeveloped industries

3.2 Taxi that wait until full before departing and running between two terminals

3.3 How easily buyers can drive the price down

3.4 The difference in monetary (financial) value for exports and imports in an economy over a certain period

3.5 Desire or ability to obtain something

(5 × 2) **[10]**

TOTAL SECTION A: 30

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SECTION B

QUESTION 4

4.1 4.1.1 Transport and communication: Transport is the backbone of the economy and the movement of all goods requires transport. Transport largely contributes to employment and most people require public transport to commute to work. (5)

4.1.2 Gross domestic product (1)

4.2 4.2.1
- Allows for South Africa to be a hub of transport within the SADC region
- Promotes sustainable economic development by removing constraints on the process of development at local, provincial, national and regional level
- Allows for the encouragement of public passenger transport and reduced encouragement of private passenger transport in urban areas
- Allows for seamless intermodalism
- Financed through user charges and private/public sector partnership in investment
- Gives greater accessibility together with increased safety and security within the constraints of social affordability while still being affordable
- Integrates advances in technology that will help and add to the role of transport in the economy and development
- Meets requirements for environmental sustainability and internationally acceptable standards (Any 4 × 2) (8)

4.2.2
- Congestion: With the increased use of transport systems, it has become common for parts of the transport network to be used above the capacity for which it was designed.
- Accidents: Every motorised vehicle contains an element of danger and nuisance. Due to human error various forms of physical failure, injuries, damages and even death may occur.
- Air quality: Emission pollutants, especially produced by internal combustion engines, cause air pollution and probably also global climate change. Pollutants can also cause respiratory problems and aggressive cardiovascular illnesses.
- Noise: It impacts on human welfare, especially because its constant low-level never-ending irritation noise may cause disturbances.
- Water quality: Accidental and minor runoff of pollutants from transport such as oil spills are sources of contamination for both surface water and groundwater.
- Land take: When all its supporting infrastructure and equipment are considered, transport takes up large spaces. (Any 3 × 3) (9)

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4.3
- 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 differently abled, women, children, poor people, etc.
- Sharing social, economic and cultural benefits of transport more equally
- Ensuring that all citizens have equal share and importance and are well represented in transport planning and decision making
- Reducing the negative effects of transport on communities while increasing the opportunities that transport can present
- Reducing the social and health risks and dangers associated with transport

(Any 3 × 2) (6)

4.4
- Direct impacts where transport saves time and costs and enables employment, added value and larger markets
- Indirect impacts where the price of goods and services drop due to effective transport that enabled economic growth (Any 2 × 2) (4)

[33]

QUESTION 5

5.1 5.1.1
- Government regulations which govern the prices that may be charged by certain transport providers, such as metered taxi operators
- Government subsidies provided to certain providers, such as PRASA and the Gautrain
- Government regulations allocating certain transport routes to service providers
- Disruptive technology, such as Uber
- Gautrain buses being accessible to Gautrain passengers only
- Envisaged expansion of the Gautrain's network (Any 5 × 2) (10)

5.1.2
- Uber
- Taxis
- BRT
- Gautrain
- Metrorail (Any 4 × 1) (4)

5.2
- Reduced travel times
- Cheaper travel costs
- Shorter travel times
- Extended hours of operation
- Better access for passengers with special needs (Any 4 × 1) (4)

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5.3
- Promotes urban changes and redevelopment
- Helps to revitalise the Johannesburg and Tshwane central business districts
- Improves accessibility and mobility in the Johannesburg and Tshwane corridor (3 × 2) (6)

5.4
- Institutionalising the industry
- Changing the licencing system
- Regulating the industry
- Replacing old vehicles with new ones (4)

5.5
- White Paper on National Transport Policy
- National Land Transport Transition Act
- National Road Traffic Act
- National Roads Act (3)

5.6
- The South African national road network improved drastically with the establishment of SANRAL.
- OR Tambo International Airport
- Rail-upgrade programme
- PRASA replaced and improved infrastructure.
- BRT system in Tshwane, Johannesburg, Cape Town and Polokwane
- Gautrain
- Rural transport network has been improved. (6)

[37]

TOTAL SECTION B: 70
GRAND TOTAL: 100

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