higher education & training

Department:
Higher Education and Training
REPUBLIC OF SOUTH AFRICA

MARKING GUIDELINE

NATIONAL CERTIFICATE (VOCATIONAL)

TRANSPORT ECONOMICS
NQF LEVEL 3

14 November 2022

This marking guideline consists of 5 pages.

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INSTRUCTIONS TO MARKERS

1. Mark all the questions.
2. Follow the answers according to the numbering system used in this question paper.
3. Use only a red pen.
4. Put your ticks and crosses neatly and legibly.

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SECTION A

QUESTION 1

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

(10 × 1) **[10]**

QUESTION 2

2.1 D
2.2 B
2.3 A
2.4 D
2.5 C
2.6 B
2.7 C
2.8 D
2.9 A
2.10 B

(10 × 1) **[10]**

QUESTION 3

3.1 The stealing of a motor vehicle when the driver and passenger are in or near the vehicle

3.2 The preliminary report of government proposals

3.3 The formal authorisation by a higher government body to a lower body to perform tasks or render service on its behalf

3.4 A situation in which a single entity has exclusive possession or control of the supply of trade in a service or commodity

3.5 Part of the government machinery and is responsible for the oversight, regulation and operations of the relevant transport sector

(5 × 2) **[10]**

TOTAL SECTION A: 30

SECTION B

QUESTION 4

4.1
- Violence
- Fear
- Intimidation (3)

4.2
- Provide scheduled services to a specific destination or within a designated area in accordance with defined and published routes
- Is provided as a public convenience and necessity
- Serve all customers and commuters without discrimination
- Transport persons according to set time schedules and rate tables that have been approved by regulators
- Carry only the number and passenger type for which it is certified

(Any relevant 4 × 2) (8)

4.3
- Nuisance and rowdy behaviour
- Drunkenness
- Harassment and intimidation
- Aggressive begging
- Vandalism
- Pick pocketing
- Robbery
- Assault on passengers and transport staff (Any 4 × 1) (4)

4.4 4.4.1
- Safety
- Affordability and profitability
- Supporting a strong economy
- Putting the passenger first
- Meeting the country's socioeconomic objectives (Any 5 × 1) (5)

4.4.2
- Taxis were seen as unsafe and operating in a way that is abusive to passengers.
- Illegal operators in the industry have contributed to violence in the industry.
- High rate of minibus taxi crashes.
- Minibus taxis are subjected to far more server operating conditions than the average passenger car.
- Minibus taxis frequently operate at speeds higher than the limit to cut travel time to secure more loads/passengers.
- Overloading usually has fatal consequences.
- They purchase the cheapest parts. (Any 5 × 2) (10)

[30]

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QUESTION 5

5.1 5.1.1
- Beating
- Stabbing
- Battering
- Rape
- Murder
- Hostage
- Kidnapping (Any 5 × 1) (5)

5.1.2
- To export the vehicles to another country
- To clone the vehicles and re-enter into the legal market
- To dismantle the vehicles for spare parts (3 × 2) (6)

5.2
- The development of security assessment
- Retraining security personnel
- Refencing port boundaries
- Relocating guardhouses where necessary
- Installing advanced security features such as CCTV (5 × 2) (10)

5.3
- Harmonised road traffic law enforcement between authorities and all spheres of government
- Managing, coordinating and overseeing road traffic safety communication and education programmes and campaigns
- Managing and coordinating the effective, efficient and uniform training of road traffic officials in South Africa (3 × 2) (6)

5.4
- Terminal operators
- Shipping lines
- Ship agents
- Cargo owners
- Clearing and forwarding agents (Any 3 × 1) (3)

5.5
- Relieve loss of income and financial support by alleviating financial hardship of persons injured and of dependants as a result of the death of a breadwinner in a road accident.
- Be accountable to road users: To assist those injured in road accidents and provide relevant and timely service to claimants.
- Enable and encourage rehabilitation to prevent or reduce permanent disability and to enhance independence.
- Facilitate access to timely and appropriate health care.
- Provide long-term and life care for the seriously injured.
- Be accessible and be efficiently administered, with less resources spent on delivery costs and more resources allocated to health care.
- Form part of an envisaged comprehensive social security system (CSSS).

(Any 5 × 2) (10)
[40]

TOTAL SECTION B: 70
GRAND TOTAL: 100

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