higher education & training

Department:
Higher Education and Training
REPUBLIC OF SOUTH AFRICA

NATIONAL CERTIFICATE (VOCATIONAL)

FREIGHT LOGISTICS
NQF LEVEL 4

(11020274)

1 December 2020 (X-paper)
09:00–12:00

This question paper consists of 8 pages.

152Q1N2001

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TIME: 3 HOURS
MARKS: 150

INSTRUCTIONS AND INFORMATION

1. Answer all the questions.
2. Read all the questions carefully.
3. Number the answers according to the numbering system used in this question paper.
4. Start each section on a new page.
5. Write neatly and legibly.

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SECTION A

QUESTION 1

Various options are given as possible answers to the following questions. Choose the correct answer and write only the letter (A–D) next to the question number (1.1–1.10) in the ANSWER BOOK.

1.1 Non-motorised transport does not include transport powered by …

A animals.
B engines.
C batteries.
D humans.

1.2 The government procurement process is governed by the …

A Public Finance Management Act.
B National Land Transport Act.
C Marine Traffic Act.
D Civil Aviation Act.

1.3 The rail network is divided into primary and … networks.

A national
B tertiary
C light density
D secondary

1.4 Costs associated with the storage of goods:

A Acquisition costs
B Production costs
C Storage costs
D Transportation costs

1.5 ……..is all the money the organisation receives during a specific time period.

A Revenue
B Income
C Earnings.
D Global transaction

1.6 Sales minus cost of sales is equal to …

A turnover.
B net profit.
C gross profit.
D gross income.

1.7 Income item:

A Salaries
B Sales
C Telephone
D Bad debts

1.8 A group of people with similar interests is known as a …

A cluster.
B logistics hub.
C warehouse.
D terminal.

1.9 Not a national airport:

A Nelspruit
B Kimberly
C Cape Town
D Saldanha

1.10 South Africa's main export:

A Gold
B Fuel
C Scientific instruments
D Electronics

(10 × 1) **[10]**

QUESTION 2

Indicate whether the following statements are TRUE or FALSE by writing only 'True' or 'False' next to the question number (2.1–2.10) in the ANSWER BOOK.

2.1 The purpose of the Cross-Border Road Transport Amendments Act is to further regulate the granting of permits.

2.2 The PFMA aims to introduce uniform treasury norms and standards.

2.3 Bidders are permitted to submit bids by fax.

2.4 The regional road network system is managed by SANRAL.

2.5 A manufacturer converts raw materials into finished goods.

2.6 Insurance is an example of fixed cost.

2.7 Freight costs include packing, palletising and carriage costs.

2.8 Increasing costs will decrease profitability.

2.9 Cargo staffing refers to the process in which cargo is loaded into an empty container.

2.10 A positive moment of truth means a customer's expectations are not met.

(10 × 1) **[10]**

TOTAL SECTION A: 20

SECTION B

QUESTION 3

3.1 Read the following extract and answer the questions.

RAIL TO FORM BACKBONE OF SOUTH AFRICAN TRANSPORT MOBILITY BY 2050

The promulgation of the draft White Paper will be the first in which the government will be giving the South African rail sector policy direction in about 150 years, instead of the other way around, the Department of Transport rail deputy director-general Jan-David de Villiers told delegates attending the transport forum in Johannesburg.

With railways no longer able to compete effectively against other transport modes, and not being able to achieve their proper share of the national freight and passenger transport tasks, De Villiers lamented that the South African rail sector is uncompetitive and operationally challenged. The National Rail Policy is hoping to change this, he stated.

The move to rail holds several opportunities, De Villiers pointed out; including reducing congestion and increasing safety on the country's roads. It also has environmental and economic benefits.

The rationale behind this decision is to position rail as South Africa's transport backbone by 2050 afnd to support the UN's commitment of the reduction of greenhouse-gas emissions.

South African rail, he said, will offer the safest, most economically, environmentally, financially and socially viable logistics and/or mobility solution.

In terms of freight rail, De Villiers noted that current industry players, such as Transnet Freight Rail, only address a fraction of the freight market.

The classic remedy to this would be to allow on-rail competition, which would open an opportunity to third party operators by way of opening rail freight operations to private sector participation.

[Source: *www.engineeringnews.co.za*]

3.1.1 Extract from the article TWO reasons the South African rail sector is uncompetitive. (2 × 2) (4)

3.1.2 Name THREE benefits that South Africa would gain as a result of moving to Rail for transporting cargo. (3 × 2) (6)

3.1.3 Give the state-owned enterprise responsible for rail transport policy. (2)

3.2 Explain FOUR purposes of the rail policy. (4 × 2) (8)

3.3 Explain in detail the purpose of the declaration form of interest in the tender document. (4)

3.4 Name THREE items contained in the price schedule. (3 × 2) (6)

3.5 Explain the 90/10 preference point system in a public procurement system. (2)
[32]

QUESTION 4

4.1 Define *freight logistics corridor*. (2)

4.2 Name FOUR challenges faced by companies relying on intermodal transport. (4 × 2) (8)

4.3 List FIVE commercial ports of entry in South Africa. (5)

4.4 Briefly explain each of the following concepts:

4.4.1 Inbound logistics management

4.4.2 Outbound logistics management

4.4.3 Reverse logistics

(3 × 2) (6)

4.5 State FOUR activities usually controlled by logistics managers. (4)

4.6 Name TWO benefits that can be achieved with inclusive communication through integrated logistics management. (2 × 2) (4)

4.7 Differentiate between *fixed* and *variable* costs (4)
[33]

QUESTION 5

5.1 Name THREE ways a company can increase profits (3)

5.2 Use the information below to draw up an income statement for Chuene Logistics for the year ended 31 December 2019.

	R
Sales	800 000
Cost of sales	200 000
Salaries	80 000
Rent	50 000
Fuel	90 000
Toll fees	4 000
Repairs	10 000

(10)

5.3 Explain in detail TWO ways in which a company may increase its profitability. (2 × 2) (4)

5.4 Summarise THREE benefits of a warehouse management plan. (3 × 2) (6)

5.5 Name South Africa's THREE major international airports. (3)

5.6 Name FOUR functions of distribution companies. (4 × 2) (8)

[34]

QUESTION 6

6.1 Differentiate between *import* and *export.* (4)

6.2 Name FOUR countries that share borders with South Africa. (4)

6.3 Name FOUR countries from which South Africa imports goods. (4)

6.4 Give THREE ways in which vehicle tracking systems can improve productivity in a logistics company. (3 × 1) (3)

6.5 Discuss THREE frequent customer interfaces. (3 × 2) (6)

6.6 Explain THREE tools that may be used to get feedback from customers. (3 × 2) (6)

6.7 Formulate TWO questions for the customer survey of a freight logistics organisation. (2 × 2) (4)

[31]

TOTAL SECTION B: 130
GRAND TOTAL: 150

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