



**NAMIBIA UNIVERSITY
OF SCIENCE AND TECHNOLOGY**

FACULTY OF MANAGEMENT SCIENCES

DEPARTMENT OF MARKETING AND LOGISTICS

QUALIFICATION: BACHELOR OF TRANSPORT MANAGEMENT	
QUALIFICATION CODE: 07BTMM	LEVEL: 5
COURSE CODE: TIS511S	COURSE NAME: PRINCIPLES OF TRANSPORT SAFETY AND INFRASTRUCTURE MANAGEMENT
SESSION: JULY 2019	PAPER: THEORY
DURATION: 3 HOURS	MARKS: 100

SECOND OPPORTUNITY EXAMINATION QUESTION PAPER	
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INSTRUCTIONS
<ol style="list-style-type: none">1. Answer ALL the questions.2. Write clearly and neatly.3. Number the answers clearly.

THIS QUESTION PAPER CONSISTS OF 3 PAGES (Including this front page)

SECTION A

QUESTION 1

State whether the following statements are True/False. You should write down the number and the correct answer only, e.g. 1.1. True

- 1.1 The sustainable development goals adopted by the United Nations General Assembly include a target of 50% reduction in road Traffic deaths and injuries by 2025. **[2 Marks]**
- 1.2 Safety management system in many parts is very similar to International Standards (ISO) approach to safety. **[2 Marks]**
- 1.3 As with all management systems, a SMS provides an un-directed and un-focused approach to safety with a clear process for setting goals, planning, and measuring performance. **[2 Marks]**
- 1.4 The concept of sustainability is dependent on an understanding of the notion of sustainable development an approach, process, which considers benefits of current and future generations. **[2 Marks]**
- 1.5 Subordinates are responsible for identifying hazards and reporting them. **[2 Marks]**
- 1.6 IMO is a specialize agency of the African Union **[2 Marks]**
- 1.7 The triple bottom line concept relates to sustainable solutions in the areas of the natural environment systems surrounding the transportation system, the economic efficiency of the system and the societal needs. **[2 Marks]**
- 1.8 Interventions comprise of systems-wide strategies and programmes to address safety targets. **[2 Marks]**
- 1.9 The categories of barriers that hinder collaboration across and within transport institutions include, resource barrier, organizational barriers and inter-jurisdictional barriers. **[2 Marks]**
- 1.10The collaboration between institutions and the related stakeholders is not important when planning, implementing and operating flexible transport solutions. **[2 Marks]**
- [Sub-Total: 20 Marks]**

QUESTION 2

- 2.1 Using examples, discuss any five (5) institutional management functions of transport safety. **[10 Marks]**
- 2.2 Explain the five (5) elements of a risk management cycle. **[10 Marks]**

2.3 Mention the Five (5) elements of the safety policy and objectives component of a SMS framework. **[10 Marks]**

[Sub-Total: 30 Marks]

SECTION B

QUESTION 3

3.1 Various analytical frameworks can be used to identify the risk factors involved in road traffic injuries. Differentiate between the Haddon Matrix and the Systems approach.

[20 Marks]

3.2 Summarize the four steps of the public health approach as an analytical tool.

[16 Marks]

3.3 Discuss the seven steps of the Meyer list which are incorporated in transport safety during the planning process.

[14 Marks]

[Sub-Total: 50 Marks]

Grand Total: 100 Marks

END OF EXAMINATION PAPER