



**PAMIBIA UNIVERSITY**  
OF SCIENCE AND TECHNOLOGY

**FACULTY OF MANAGEMENT SCIENCES**

**DEPARTMENT OF MARKETING AND LOGISTICS**

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

<b>FIRST OPPORTUNITY EXAMINATION QUESTION PAPER</b>	
<b>EXAMINER(S)</b>	MR. JACINTO SILVA
<b>MODERATOR:</b>	DR. FANNY SARUCHERA

<b>INSTRUCTIONS</b>
<ol style="list-style-type: none"><li>1. Answer <b>ALL</b> the questions.</li><li>2. Write clearly and neatly.</li><li>3. Number the answers clearly.</li></ol>

**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 A safety Management System (SMS) is defined as, “a systematic planned activity which ensures that all precautions which may lead to danger, loss of lives and loss of goods are taken into consideration before and during transportation”. [2 Marks]
- 1.2 Safety is the sole responsibility of the person in charge of company safety (i.e. the director of safety). [2 Marks]
- 1.3 A company’s best approach to managing safety and business objectives is balanced allocation of resources where safety management is a core business function, closely intertwined with business objectives and not in competition with the aspects of the business. [2 Marks]
- 1.4 The three categories of barriers that hinder collaboration across and within transport institutions include, resource barrier, organizational barriers and inter-jurisdictional barriers. [2 Marks]
- 1.5 The collaboration between institutions and the related stakeholders is not important when planning, implementing and operating flexible transport solutions. [2 Marks]
- [Sub-Total: 10 Marks]**

**QUESTION 2**

- 2.1. Mention the lead agencies in Namibia for the following modes of transport? [8 Marks]
- A) Air Transport \_\_\_\_\_
- B) Sea Transport \_\_\_\_\_
- C) Road Transport \_\_\_\_\_
- D) Rail Transport \_\_\_\_\_
- 2.2. In your own words define safety management system. [3 Marks]
- 2.3. Outline at least five (5) steps of a typical safety management systems process. [5 Marks]
- 2.4. List the five (5) benefits of an SMS to an Organization. [10 Marks]

- 2.5. Your company Tulonga Pty Ltd, was recently hired by the Namibia Airports Company (NAC) to conduct a feasibility study on the prospects of having most infrastructures, including the runway at the Hosea Kutako International Airport upgraded. As the safety executive at Tulonga Pty Ltd, explain to the CEO of NAC the seven (7) steps (from the Meyer's list) the NAC should consider when incorporating safety in their transport infrastructure planning process. **[14 Marks]**  
**[Sub-Total: 40 Marks]**

## **SECTION B**

### **QUESTION 3**

3.1 Elaborate the conceptual elements that constitute the 5E's of road safety. **[15 Marks]**

3.2 Using examples, discuss at least two (2) causes of crash in air, road, rail, sea and pipeline modes of transport? **[20 Marks]**

3.3 We live in an era of shrinking public resources and shrinking trust in public institutions. As such transport institutions are entrusted to use limited funds wisely. In recent years, policy makers, managers and academics have been advocating for the sustainable use of resources. In transportation, public entities face the difficulty to accurately predict transportation demand, transportation technology, transport funding or community values. Delineate this assertion within the concept of the triple bottom line? **[15 Marks]**

**[Sub-Total: 50 Marks]**

**Grand Total: 100 Marks**

**END OF EXAMINATION PAPER**