



**NAMIBIA UNIVERSITY  
OF SCIENCE AND TECHNOLOGY**

**FACULTY OF MANAGEMENT SCIENCES**

**DEPARTMENT OF MARKETING AND LOGISTICS**

<b>QUALIFICATION: BACHELOR OF TRANSPORT MANAGEMENT BACHELOR OF LOGISTICS &amp; SUPPLY CHAIN MANAGEMENT</b>	
<b>QUALIFICATION CODE: 07BTMM 07BLSC</b>	<b>LEVEL: 5</b>
<b>COURSE CODE: TEP521S</b>	<b>COURSE NAME: TRANSPORT ECONOMICS AND PLANNING</b>
<b>SESSION: JANUARY 2019</b>	<b>PAPER: THEORY</b>
<b>DURATION: 3 HOURS</b>	<b>MARKS: 100</b>

<b>SUPPLEMENTARY / SECOND OPPORTUNITY EXAMINATION QUESTION PAPER</b>	
<b>EXAMINER(S)</b>	Ms. Hilma Nuuyandja Ms. Sylvia Kwenani
<b>MODERATOR:</b>	Ms. Ester Kalipi

<p style="text-align: center;"><b>INSTRUCTIONS</b></p> <ol style="list-style-type: none"><li>1. Answer ALL the questions.</li><li>2. Write clearly and neatly.</li><li>3. Number the answers clearly.</li></ol>
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**THIS QUESTION PAPER CONSISTS OF 3 PAGES (Including this front page)**

## QUESTION 1

Read the case study below and answer the following questions.

### **User Fees, Bicycles and Pedestrians.**

Congestion is a major challenge on Namibia's roads. Therefore, the Ministry of Works and Transport is considering introducing user fees financing system in our Transport sector. User fee financing of transportation facilities seems a rational concept to many, yet it carries with it a few complex unanswered concerns. If automobiles and trucks pay substantial user fees through motor fuel taxes and tolls, should pedestrians and cyclists also be charged for the use of roads? It could be argued that, some classes of "users" merit exemptions from user fees, or that they already pay an appropriate part of the cost of the system through general taxes. In addition, pedestrians and bicyclists argue, "we make use of pavements reserved for us and we do not directly contribute to the effects of congestion". On the other hand, it could be argued that they should be charged more directly for road use as other classes of users. The Government may choose to intervene in the price mechanism largely on the grounds of wanting to change the allocation of resources and achieve what they perceive to be an improvement in economic and social welfare.

- 1.1 Distinguish between recurrent and non-recurrent traffic congestion? (6 marks)
- 1.2 Suggest and explain any five (5) solutions to manage the challenge of Traffic congestion? (10 marks)
- 1.3 Name and discuss the three dimensions of sustainable development? (12 marks)
- 1.4 List any five arguments in favor of transport regulations? (5 marks)

**Sub-total: 33 marks**

## QUESTION 2

- 2.1 Explain the difference between privatization and deregulation? (10 marks)
- 2.2 Briefly discuss the Role of Transport in the Development of Trade? (6 marks)
- 2.3 The English tourism council identified four "Is" of the integration equation for passenger transport. Name them? (4 marks)

**Sub-total: 20 marks**

### **QUESTION 3**

- 3.1 Identify and explain any five broad categories of the benefits of Transportation Investment? (10 marks)
- 3.2 In transport infrastructure development it is very important to consider environmental factors. Elaborate with at least five factors? (10 marks)
- 3.3 Tendering process is viewed as a strong form of government intervention in a competitive market. Explain four basic steps in the competitive tendering process? (8 marks)
- 3.4 Define the term competition? (3 marks)

**Sub-total: 31 marks**

### **QUESTION 4**

- 4.1 Transport planning process is not an easy task. It requires reliable information for making right decisions. Discuss the three major stages in transport planning process. (6 marks)
- 4.2 The implementation process of transportation project demands careful consideration of five major areas. Give details of the five areas for effective implementation of transport project of your choice. (10 marks)

**Sub-total: 16 marks**

**Grand Total: 100 marks**

**END OF QUESTIONS**