



UTHM

Universiti Tun Hussein Onn Malaysia

UNIVERSITI TUN HUSSEIN ONN MALAYSIA

FINAL EXAMINATION SEMESTER II SESSION 2023/2024

COURSE NAME : RAILWAY POLICY AND LEGISLATION

COURSE CODE : BNT 20502

PROGRAMME CODE : BNT

EXAMINATION DATE : JULY 2024

DURATION : 2 HOURS

INSTRUCTION : 1. ANSWER ALL QUESTIONS
2. THIS FINAL EXAMINATION IS CONDUCTED VIA
 Open book
 Closed book
3. STUDENTS ARE **PROHIBITED** TO CONSULT THEIR OWN MATERIAL OR ANY EXTERNAL RESOURCES DURING THE EXAMINATION CONDUCTED VIA CLOSED BOOK

THIS QUESTION PAPER CONSISTS OF **FOUR (4)** PAGES

TERBUKA

- Q1**
- (a) The progression of railways has been characterized by notable advancements over the years. Explain the evolution of railways through the lens of significant technological milestones that have played a pivotal role in shaping their development. (4 marks)
 - (b) The development of the rail industry has been profoundly influenced by various driving factors that have shaped its evolution over time. Understanding these factors is crucial for comprehending the industry's growth and transformation. Thus, identify at least **THREE (3)** driving factors that have propelled the growth and advancement of the rail industry. (6 marks)
 - (c) Political uncertainties and the COVID-19 pandemic present significant challenges to the development of Malaysia's rail industry. Understanding the potential impacts of these factors is essential for stakeholders in the industry to navigate uncertainties and adapt to changing circumstances. Determine by giving **FIVE (5)** examples each for political uncertainties and COVID-19 pandemic that can affect the rail industry development in Malaysia. (7 marks)
 - (d) History is repeating itself if the serviceability of railway infrastructure is not addressed carefully. Find **FOUR (4)** approaches to reduce massive spending of our government on railway projects. (8 marks)
- Q2** Railway legislation has emerged as a crucial driver of competition and price reduction in numerous countries across the globe, spanning Europe, the United States, Canada, Japan, China, India, Australia, and New Zealand. Understanding the significance of legislative frameworks in shaping competition and pricing dynamics within the rail industry is essential for comprehending the broader implications for consumers, businesses, and economies.
- (a) Explain briefly **TWO (2)** major concerns in the transition from a fully integrated railway to the various separated forms. (4 marks)
 - (b) There are several representative models of separation of infrastructure from operation in European railways. Discuss in detail the following models with the aid of diagrams:
 - (i) The Integrated model; (5 marks)
 - (ii) The Holding model; (5 marks)
 - (iii) The Separated model. (5 marks)
 - (c) Differentiate the assessment between The Holding Model and The Separated model. (6 marks)

- Q3** (a) Briefly explain the opportunities or threats for railways in the liberalized rail market. (8 marks)
- (b) Separation of operation from infrastructure appeared as a first step to introduce competition within the railway sector. As a new rail operator entering the Malaysian market, outline the strategy your company will employ to survive in intra-modal and inter-modal competition. (6 marks)
- (c) Human resources represent a pivotal challenge for railways following separation, particularly for new operators entering the market. If you are new rail operator in Malaysia, share your perspective on addressing the challenge of human resources in the railway sector after separation, aiming to attain a specified level of service quality mandated by the state. (5 marks)
- (d) Competition can still exist without railways separation, but separation can be a catalyst to introduce competition or to facilitate the entrance of many rail operators. Explain the various forms of separation. (6 marks)
- Q4** (a) **Figure Q4.1** shows the argument between Lina and Ali about the pros and cons of railway transportation.

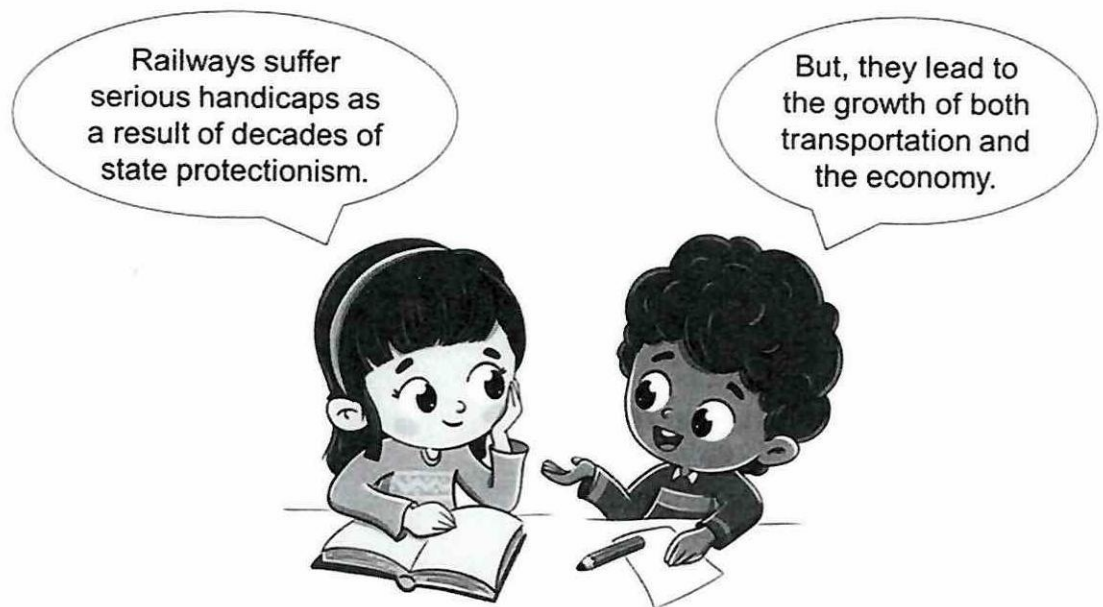


Figure Q4.1: The argument between Lina and Ali

- (i) Analyse briefly the weaknesses inherited to railways to support Lina's statement in **Figure Q4.1**.
(6 marks)
- (ii) Discuss in detail the comparative advantages of railway to support Ali's statement in **Figure Q4.1**.
(6 marks)
- (iii) Infrastructure modernization requires big investment. Discuss the strategy to attract local/foreign investors to invest their money in infrastructure modernization of railways in Malaysia.
(5 marks)
- (b) The Railway Asset Corporation (RAC) is a Federal Statutory Body under the Ministry of Transport established under the Railways Act 1991 (Act 463) through Government Gazette No.16, Volume 36 on 30 July 1992 had privatised Keretapi Tanah Melayu (KTM) to Keretapi Tanah Melayu Berhad (KTMB).
- (i) Subsequently, the separation of operation from infrastructure in railways was divided between KTMB and RAC. Summarize the role of RAC and KTMB.
(4 marks)
- (ii) Give **TWO (2)** opinions in terms of the importance of RAC to the Malaysian railways.
(4 marks)

– END OF QUESTIONS –