

Corrigendum: Editorial: The journal



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The Editor regrets that the affiliation of the first author was incorrectly listed on the published article.

K. John Maluleke affiliation should have been 'Department of Business Management, University of Pretoria, South Africa'.

The Editor apologises for any inconvenience that this omission may have caused.

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Introduction

The Department of Transport and Supply Chain Management at the University of Johannesburg proudly presents to you the 10th edition of the accredited *Journal of Transport and Supply Chain Management* (JTSCM) publication.

The journal serves as an independent publication for scientific contributions in the field of transportation and supply chain management.

JTSCM has gained popularity over the past years, and this year presents to its readers no less than 19 articles from authors worldwide. Ongoing gratitude must be expressed to the national and international editorial panels of reviewers, without whose dedication the annual publication of the journal would not be possible.

This edition of the journal contributes articles that have been reviewed and revised by international and national panels of acknowledged scholars and authors, and that add value to the body of knowledge for academics, practitioners and policy-makers in transport, logistics and supply chain management. The aspects dealt with in this volume vary from challenges faced by small-bus operators, a logistics barometer for South Africa, supply chain integration, flexible procurement systems, campus transportation and the tuk-tuk as the new kid on the block.

Cohesive and integrative studies are presented on current issues in logistics that involve various important social and economic ramifications, as countries globally have faced a couple of years of tremendous economic changes and volatility together with ongoing globalisation.

This edition also highlights the ability to manage trends such as the economic downturn and the challenges that a rapidly changing world presents to supply chain around the world in terms of total landed costs, customer service and supply chain performance and optimisation.

Articles that were submitted and approved originate from the following institutions: University of Limpopo, University of Johannesburg, Stellenbosch University, University of South Africa, University of Pretoria, University of KwaZulu-Natal, Tega Industries and Southampton Business School: University of Southampton, UK.

Response to issues in transport and supply chain management

Background

Transport remains an indispensable element that links the logistics system with the entire supply chain management. Without any shadow of doubt, the logistics system is reliant on the cost-effective means of transport that is capable of moving passengers, goods and services from one geographical point to another. For all these to be achieved particularly within the context of South Africa and the rest of Africa, there has to be a solid and seamless transport infrastructure in place. Such an infrastructure needs to be supported by standard innovative technology which can be competently explored and introduced by the private sector. Empirical evidence has shown that the world's huge infrastructure demand cannot be met by the public sector alone; therefore, private investors and operators are critical stakeholders needed to ensure that the implementation of megaprojects takes place (World Economic Forum 2015).

Transport infrastructure problems

As articulated by the World Economic Forum (2015), the impact imposed by different political and regulatory risk factors on strategic infrastructure projects, continues to be a concern. The

Note: The Department of Transport and Supply Chain Management at the University of Johannesburg proudly presents to you Volume 10, 2016, of the *Journal of Transport and Supply Chain Management* (JTSCM), an accredited publication unique to South Africa.

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formation of pressure groups in Gauteng that continue to contest against the implementation of electronic tolling can be cited as an example that is impacting megaprojects negatively. Unless some risk mitigation tools are explored and introduced, these types of risks will continue to be encountered across a wide range of geographical spectrum, and it will not just simply be a problem confined to Gauteng only. A universally applicable communication strategy option is therefore sought to ameliorate these impending political risk factors.

Inadequate supply chain management expertise

Irregular expenditure at the Passenger Rail Agency of South Africa and the alleged non-compliance of new locomotives with the output specifications are evidence that the supply chain expertise among top officials is inadequate. The country's growing skills mismatch continues to be a concern and requires a concerted effort of all stakeholders. Apart from the fact that it is government that needs to create an enabling environment to promote the creation of quality employment, it is critical that business, civil society and the education and training sector become engaged in identifying and implementing solutions.

Response to transport and other issues

As a way forward, academics are urged to research and publish more on the public-private partnership initiatives, particularly in both the transport and education infrastructure sectors. In terms of public-private partnership processes in the transport sector, the benefits of electronic tolling and its positive impact on traffic flow should be highlighted. The transport operating environment needs to embrace the inculcation of sustainable safety culture. Academic articles that hinge on safety culture would potentially serve as a positive healing intervention to the collapse of the pedestrian bridge in Sandton.

In an effort to respond to the 'fees must fall' campaign, there is a need to explore various public-private partnership funding models in the education sector. There is therefore a need to call for scholarly papers that would be able to bring

about affordable cost in the education sector rather than having a complete fall of fees.

Conclusion

It is of fundamental importance to bring a variety of disciplines under one melting pot with a view to bringing about a comprehensive supply chain management solution. A multidisciplinary team should be able to adopt an approach that could strive towards the minimisation of the total input costs with a view to optimising output and thus contributing to a favourable difference between total revenue and total logistics costs.

Way forward

The public-private partnerships procurement legal framework has already been pronounced by National Treasury and needs to be given more attention.

More scholarly articles are sought to create awareness of the potential benefits that may arise out of public-private partnership projects.

More knowledge and expertise are sought in the strategic public sector supply chain processes and this may serve as an intervention for easing the resistance experienced in the electronic tolling project in the province of Gauteng.

Future research needs to create a balanced partnership between public and private sectors. Increase publication on investing in transport infrastructure – Acquiring fixed assets such as the tolling of roads, erecting buildings and leasing them out, along the toll road corridor. Enter into cross-border lease agreement with foreign plant and equipment companies. Investing in human intellectual capital implies that an individual becomes involved in strategic productive projects.

Reference

World Economic Forum, 2015, 'The global competitiveness report 2015-2016', viewed 18 May 2016, from <http://reports.weforum.org/global-competitiveness-report-2015-2016/>