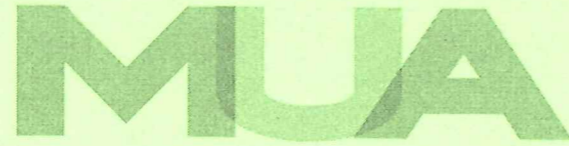


The
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UNDERGRADUATE UNIVERSITY EXAMINATIONS

SCHOOL OF MANAGEMENT AND LEADERSHIP

DEGREE OF BACHELOR OF ARTS IN DEVELOPMENT STUDIES

BDS 105 : POLITICAL AND ECONOMIC DEVELOPMENT

DATE: 7TH AUGUST 2024

DURATION: 2 HOURS

MAXIMUM MARKS: 70

INSTRUCTIONS:

1. Write your registration number on the answer booklet.
2. DO NOT write on this question paper.
3. This paper contains SIX (6) questions.
4. Question ONE is compulsory.
5. Answer any other THREE questions.
6. Question ONE carries 25 MARKS and the rest carry 15 MARKS each.
7. Write all your answers in the Examination answer booklet provided.

QUESTION ONE

Read the Case Study below carefully and answer the questions that follow:

THE POLITICAL ECONOMY OF CHECKPOINTS IN SOUTH SUDAN

Ten years after independence, the world's youngest country is home to an entrenched political economy of conflict premised on checkpoint taxation. Humanitarian aid is not exempt, reveals a major new mapping report by DIIS and IPIS. When South Sudan became independent ten years ago, oil revenues were supposed to fuel the economy of the world's newest country. But two years later in 2013, oil prices plummeted, the South Sudanese pound deflated, and civil war resumed. While elites in Juba split the remaining oil revenues, ground-level civil servants, soldiers and rebels have to get by in other ways. They complement their absent or deflated salary through decentralized predation on long-distance trade. As a result, since independence in 2011, the number of checkpoints has nearly doubled while checkpoint taxes have increased 300%.

Over the past two years, we have mapped 319 checkpoints along major trade routes in South Sudan, of which 253 (79%) are roadblocks and 66 (21%) river checkpoints. Government soldiers and civil authorities' control most of the checkpoints along overland routes, while the SPLA/M in opposition, led by Riek Machar, controls slightly more than half of the checkpoints along river routes: the White Nile, its branch the El Zeraf, and the Sobat. An interactive webmap visualizes all these checkpoints and provides as some primary data that we collected per checkpoint, including the operators, taxation levels, and waiting times. Furthermore, a set of filters (e.g., per route and per operator) allows the user produce some graphics and statistics per route, per operator, etc.

Based on averages, a typical checkpoint in South Sudan is manned by 6 people, and levies about SSP 48,000 (USD 80). But as vehicles typically travel long distances, total checkpoint taxes for a trip can be enormous. Take the White Nile. Barges typically shuttle between Bor and Renk carrying humanitarian aid or foodstuff, and for the entire return journey each barge will pay about 211 at each of the 33 checkpoints, totalling a stunning USD 10,000 for a round trip. Similarly, while checkpoints on the road between Juba and Bentiu on average charge a truck about USD 21, the total journey involves passing 80 checkpoints – meaning a return journey easily costs over

3,000 USD in checkpoint taxes. This makes transport in South Sudan amongst the most expensive in the world, only rivalled by Afghanistan and the DR Congo.

Humanitarian logistics makes up a big part of the transport sector in South Sudan, with aid agencies outsourcing food deliveries and other bulk transport to national or regional trucking companies. We found that these subcontractors are systematically taxed at 157 or 49% of all South Sudanese checkpoints. This means that scarce aid money is appropriated by South Sudan's soldiers and rebels, ending up in the pockets of military elites.

Source: South Sudan News

Required:

- a) From the case study, it is noted that scarce foreign aid is misappropriated. Explore five various ways that South Sudan can put foreign aid to use for the economic growth of South Sudan (10 Marks)
- b) Describe various poverty eradication measures that South Sudan can employ in order to reduce food and humanitarian aid (10 Marks)
- c) Assess five reasons that may have triggered resumption of civil war in South Sudan ten years after independence (5 Marks)

QUESTION TWO

- a) Describe five limitations of the Harrod-Domar growth model (10 Marks)
- b) Assess five principles of corporate Governance that the Government of Kenya should observe while offering services to its Citizens (5 Marks)

QUESTION THREE

- a) Evaluate five ways in which climate change might affect Africa's physical environment (10 Marks)
- b) Explain the following terms
 - a) Generational poverty (2.5 Marks)
 - b) Situational poverty (2.5 Marks)

QUESTION FOUR

- a) Discuss five reforms Less Developed Countries should take to promote sovereign debt Management (10 Marks)
- b) Highlight five sources of innovative funding as prescribed by the United Nations (5 Marks)

QUESTION FIVE

- a) Illustrate five ways trade contributes to the development of an economy (10 Marks)
- b) Outline five main instruments of trade policy (5 Marks)

QUESTION SIX

- a) Assess five factors affecting food security in Kenya (10 Marks)
- b) Highlight five key stakeholders that are involved in ensuring that there is food security in Kenya (5 Marks)