

No. 2 / 2016



SABOA BUS

VEHICLE OF COMMUNICATION OF THE SOUTHERN AFRICAN BUS OPERATORS ASSOCIATION





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Vix-Questek's Connected Journey integrates the entire transport process providing operators, authorities and service providers with the tools to efficiently manage their transport systems. It's a solution roadmap for the future of seamless travel in cities and rural communities for both the commuter and the operator.

Pushing for progress

SABOA's annual general meeting and half-day seminar made a successful transition to the Birchwood Hotel in Boksburg, with this year's event well attended and well received.

A comprehensive overview of the Association's activities and initiatives over the past year, as well as insight into its plans for the forthcoming year, commences on page 8.

Standard Bank economic research team member André Snyders started proceedings by presenting an overview of the South African economy, noting that 0,6% GDP growth this year and the 1,2% projected for next year was far below what was required to create employment and attract investment.

The public transport network grant, transferred by national government to city level to enable cities to run their public transport networks, is expected to reach nearly R7-billion by 2018/2019 (following cabinet's approval of a R1-billion reduction).

Snyders says that although the country recovered well from the economic dip of 2008/2009, this period of low economic growth appears to have set in for a longer spell, with little prospect of a quick bounce-back. With many structural and political factors at play, there is little expectation of a repeat of the previous recovery.

International events which will impact the local economy include the US election as well as the prospect of the UK removing itself from the EU.

Snyders also drew attention to the fact that SA has always managed to maintain parity between what it produces and what it consumes (gross domestic product and gross domestic expenditure). This balance has moved out of kilter recently though, which will trigger rebalancing.

Gautrain Management Agency CEO William Dachs – standing in for Jack van der Merwe – outlined progress towards a much-needed Transport Authority in Gauteng. The March meeting between Gauteng MEC for Roads and Transport, Ismail Vadi, and 12 local authorities established the groundwork for the Authority, as well as

its remit – but Dachs cautioned that political will needs to be matched by back office buy-in and support. Vadi has indicated his determination to set the structure in place before municipal elections in August.

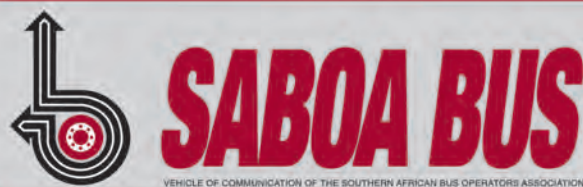
Public transport may be provided in diverse ways, shapes and forms, but the underlying objective – moving people in an affordable, safe, efficient manner – remains consistent. Pictured on the cover is a City of Windhoek MAN A84 with Lion's City body, which forms part of the city's drive to provide a world class, sustainable urban transport system to meet its escalating challenges.

The city has taken delivery of 24 units, with the remaining two in the complement of 26 to be delivered mid-July. The low entry city buses have seating for 36 passengers and accommodate 25 standees. The units feature two doors, wheelchair provision, two flip-up seats, and electrically-operated cassette-type wheelchair ramps at the second door. The vehicles are fitted with aircon as standard.

Windhoek is growing by more than 4% annually and, in time, will have to cater for the mobility requirements of one million residents. The government of Namibia, intent on making the correct transport planning decisions, has set a 20-year timeline to develop an affordable, accessible, attractive and efficient public transport and non-motorised transport system.

See page 4 for additional MAN news, as MAN Truck & Bus SA launches its RR4 26.480 Euro V coach chassis. Features such as electronic stability control, lane guard, advanced emergency braking and adaptive cruise control – along with 480 hp – combine in a package that the OEM says is unmatched in South Africa's luxury coach segment.

Cindy Haler, Editor



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MAN launches flagship chassis for premium coach sector

MAN's RR4 26.480 Euro V coach chassis combines functionality such as electronic stability control, lane guard, advanced emergency braking and adaptive cruise control with a hefty 480 hp in a package the OEM says is unmatched in South Africa's luxury coach segment

MAN Truck & Bus SA's introduction of a flagship coach chassis has given the manufacturer a full house in the bus and coach stakes, positioning it to compete at the top, luxury intercity end of the market as well as in the commuter bus segment in which it retains the lion's share with its range of premium and budget product offerings.

According to MAN Truck & Bus SA head of bus sales, Philip

Kalil-Zackey, the RR4 coach chassis has the power and features to make it a compelling proposition for operators looking to populate the flagship end of a fleet spectrum. The RR4's blend of power and active safety features definitely create the 'wow' factor sought after in the coach segment, Kalil-Zackey asserts.

Boasting 480 hp (353 kW) – reported by Kalil-Zackey to be the highest hp rear engine coach available locally – and 2 300 Nm of torque at 1 050 to 1 400 rpm, the coach chassis is suitable for double deck configuration and can accommodate a body of up to 15 metres, thanks to its steered tag axle. Brought in CBU initially, units are bodied by Irizar, Marcopolo or Neobus.

Euro V compliance is attained via SCR and AdBlue, which means that units will not be compromised by fuel of poorer quality – equipping them for operation countrywide.

Human beings behind the wheel are the most important safety factor in road traffic. MAN supports the work of drivers with a wide range of innovative assistance systems.

ACC
Adaptive Cruise Control (ACC) monitors and continuously maintains the distance to other vehicles

EBA
Should the driver fail to recognise a hazardous situation in due time, the Emergency Braking Assistant (EBA) automatically initiates an emergency braking process

LGS
The Lane Guard Assistant (LGS) monitors the road markings and issues a warning to the driver when crossing without indicating

ESP
The Electronic Stability Programme (ESP) intervenes as soon as the vehicle threatens to skid and applies the brakes to individual wheels as needed

In addition to its formidable power, the unit incorporates an unprecedented array of safety features (in many instances, out of the blocks ahead of the OEM's truck counterparts)

Among these are:

- Electronic Stability Programme (ESP) which intervenes if a skid is imminent and applies brakes to individual wheels as needed. ESP is invaluable in critical situations such as breakaway or if tipping is imminent in the case of too-fast cornering. Vehicles are also equipped with steering angle, yaw rate and acceleration sensors. An ESP control unit integrated into the electronics architecture provides rollover prevention functionality as well as Dynamic Stability Programme (DSP).
- Lane Guard System (LGS), active from speeds of 60 km/h, monitors road markings and issues a warning if these are touched (while travelling below 75 km/h) or crossed without indicating (above 75 km/h). The lane is visually detected by a video camera behind the windscreen. The system analyses lateral lane markings in the video image, and is activated by a rocker switch.
- New generation Emergency Brake Assist (EBA) bolsters the safety of MAN vehicles further and considerably reduces the risk of traffic accidents, automatically initiating an emergency braking process if the driver fails to respond to a hazardous situation in good time. The newly-developed system combines information from radar sensors on the front end of the vehicle with the camera integrated in the windscreen. This facilitates detection – in good time – if a dangerous situation is developing and initiates emergency braking. The emergency stopping signal is activated simultaneously – the hazard warning flasher operates at an increased frequency to alert other drivers to the emergency, reducing the risk of rear-end collision.
- Adaptive Cruise Control (ACC), which monitors and maintains the vehicle's distance from other vehicles. The ACC radar sensor has a range of 150 metres and aperture angle of $\pm 4^\circ$; it detects the distance and relative speed of the vehicle ahead in the same lane. Based on sensor data, vehicle track and speed as well as driver reaction, the ACC control unit computes the best approach strategy and – via the vehicle management computer – activates the electronic diesel control (EDC), retarder and service brake directly. Maximum deceleration is 2,5 m/s². The ACC is activated and operated via the multi-function steering wheel and the required distance to the vehicle ahead set by means of a rocker switch. The driver may override the ACC at any time with the accelerator, or deactivate it with the brake pedal or retarder lever. The desired speed, speed of the vehicle ahead and selected required distance are shown on the driver's display.

Transmission is MAN's 12-speed TipMatic automated manual transmission, close coupled to the engine with easy start moving-off aid. The transmission selects and shifts automatically, removing the onus from the driver.

The coach chassis features independent front suspension; rear axles are hypoid with a manufacturer's rating of 13 000 kg and a ratio of 3.15. The tag axle is the MAN electrohydraulic steering system axle with a rating of 6 000 kg.

Electronically controlled air suspension allows raising and lowering of driving height, as well as starting traction control on the tag axle.

In terms of service brakes, the MAN EBS brake system incorporates ABS, traction control (ASR) and disc brakes on all axles. The unit is also equipped with an engine brake and intarder, interconnected to the foot brake.

Steering is power assisted, with MAN's new multi-function steering wheel adjustable for rake and height. A new-design dash console incorporates a full instrumentation panel with all driving gauges, warning lights and full electronic diagnostic display.

Kalil-Zackey says the coach chassis positions MAN with a full suite of products: "MAN has a premium range of front engine chassis, city bus chassis and we now have a premium coach chassis range. We tick all the boxes and that's what the market wants – there are customers who require premium products and there are customers who want budget products."

MAN Truck & Bus SA MD Markus Geyer says the coach chassis is a welcome addition to MAN's solid focus on the front engine market – and the RR4 provides a configuration option the OEM has been keen to introduce for some time. The product is newly released in Europe, where it slots into MAN's strategy of modular chassis for streamlined production.

Kalil-Zackey notes that it is difficult to put an estimate to volumes, but is adamant that MAN intends establishing itself as market leader in the premium coach sector. "It's a segment that requires a top end coach chassis. We're offering a premium product incorporating the latest technology in coaches. The 400 hp-plus segment is limited, but it's high profile. The RR4 is a niche product in a niche market. It incorporates all the latest European technology, rolled into one chassis."

Geyer concludes, "MAN supplies a wide variety of products targeting every segment of the bus and coach industry. To be a market leader, it's important to be present in all sectors of the market. The market is changing rapidly – manufacturers can no longer introduce a product and let it run for a decade. The RR4 is one of an array of new products launched by MAN." ■

Harnessing technology to manage revenue, costs

Advances in fare automation and telematics are equipping bus operators with the tools to control revenue and cost streams

OPERATORS are increasingly feeling the pinch of subsidy revenues failing to keep pace with cost increases, along with maintenance and running costs which have escalated exponentially.

Vix-Questek CEO Tjaart Kruger says that automated fare collection, fare protection and fleet telematics technology can play a significant role in driving profitability. Bus operators have two avenues to look after in the quest to run an efficient operation in order to make money: *revenue and cost*.

On the revenue front, subsidy management (and avoiding any penalties) comes into play, along with increasing ridership numbers. Operators also need to protect the revenue they have earned, by combating fare evasion.

On the cost side of the equation, fleet telematics is playing a growing role. "Costs – including fuel and maintenance – have increased exponentially. Operators need to do everything possible to introduce operational efficiencies to save on cost."

With automated fare collection for revenue protection and fleet telematics to track costs, Kruger says that operators are looking to deal with a one-stop solution provider, rather than piecing together equipment from various suppliers. Integration costs, at times, prove prohibitive.

"We are pushing to have intelligent, interoperable solutions that we can drive, that are fully integrated and that allow for various plug and plays from different third parties," says Kruger. "We can accommodate most third party players in a solution to



Vix-Questek CEO Tjaart Kruger: automated fare collection, fare protection and fleet telematics technology can play a significant role in driving profitability

bus operators. Vix-Questek can enhance how operators drive their business in terms of revenue collection, as well as running their costs more effectively and efficiently.

"From a subsidy management perspective, operators need to ensure that their buses are travelling the right routes and that vehicles are optimised in terms of ridership, to avoid half-empty buses. The right number of buses need to be on the right routes, and they need to run on time so that they don't incur penalties."

With 28 years of experience in South Africa, Vix-Questek specialises in the design, development, manufacture, testing and integration of custom products for the passenger transport sector. "There isn't another technology provider with that track record," says Kruger adding that a key strength of the company is its ability to adapt the "superb international technology" to which it has access to local operating conditions. Equipment for South Africa, for instance, has to withstand extreme vibration and dusty conditions that simply are not a feature of overseas markets.

The local operation includes a R&D team and IT engineers able to write code to fix problems immediately. Another benefit Kruger cites is the company's ability to deal with and integrate all the legacy systems still in use in the industry.

The company holds substantial part of the automated fare collection market, while on the BRT front, Pretoria's A Re Yeng employs Vix-Questek systems and Cape Town's MyCiTi operation opted for Vix systems.

The integration of fleet telematics with automatic fare collection systems is well accepted in international markets, but the concept is fairly new to the SA market. Clinton de Bruin, GM of Questek Telematics, asserts that telematics can play a crucial role in bus operations, its reach extending from maintenance,



Questek Telematics GM Clinton de Bruin: telematics can play a crucial role in bus operations

SUPPLIERS

to driver behaviour, to running costs.

“Many people regard telematics just as a dot on a map, and are unaware of the functionality the offering provides,” says De Bruin.

In terms of maintenance and service, telematics can provide insight into exactly what is happening on a vehicle and what is required. The driver and his behaviour can be monitored, along with passenger movements. In the case of accidents, telematics will provide an accurate picture of what has occurred. Telematics can underpin cost analysis, identifying problems such as excessive idling. Functionality can extend to onboard notifications for the driver, alerting to take action to rectify problematic driving behaviour. Another capability is a mobile app to inform passengers on vehicle movements, while telematics also creates scope for predictive diagnostics (such as pinpointing when a battery may be expected to reach the end of its lifecycle or when coolant levels have dipped).

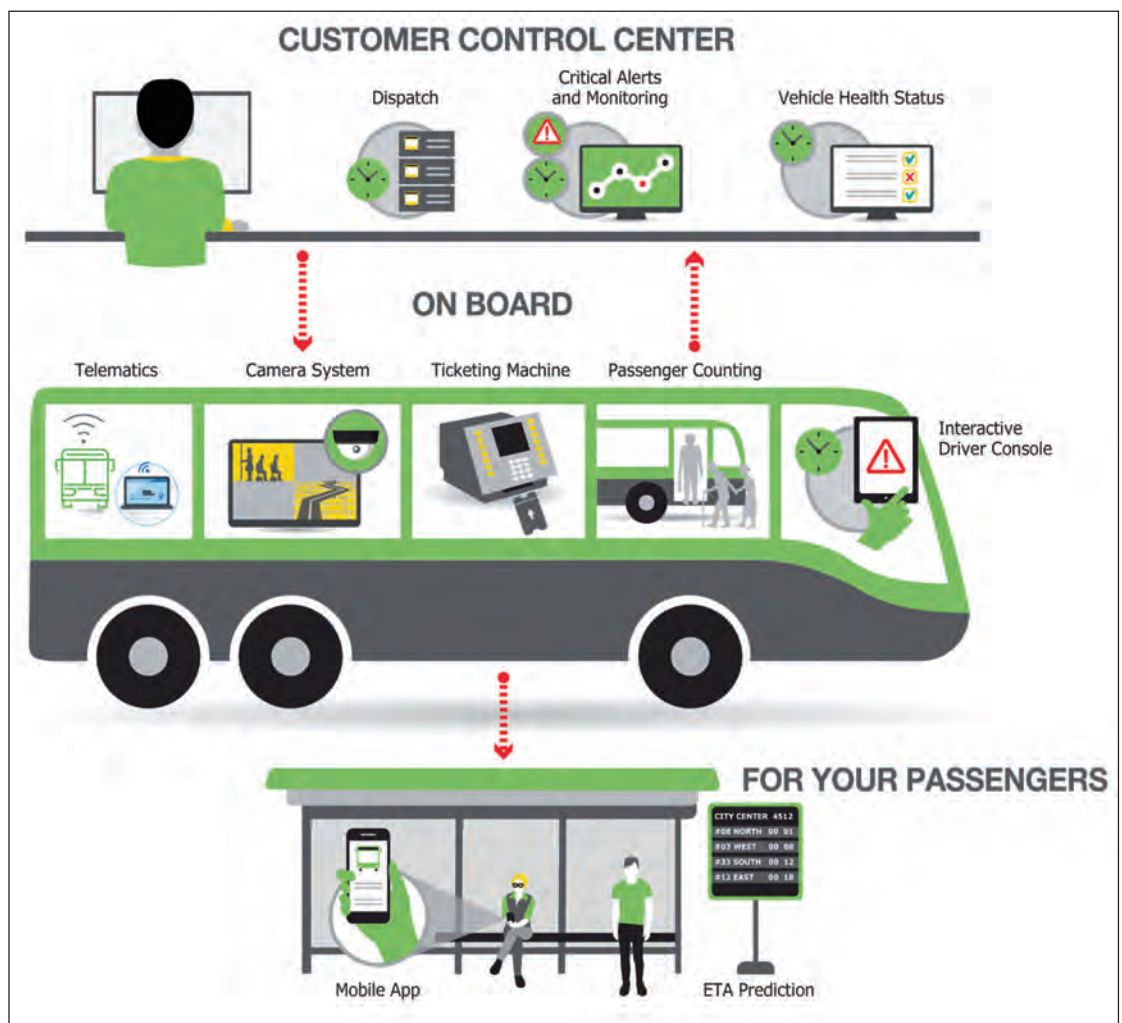
Beyond standard parameters, Questek can pull information from vehicles’ computer systems to pick up patterns on clutch usage or even the extent to which the accelerator pedal is pressed. Reports may be generated as and when events occur, or to a predetermined schedule – or accessed via the web. In addition, the system is capable of generating a range of standard reports or customised reports assessing specific parameters.

In today’s age of “big data”, Kruger says there is a danger of too

much information – what’s important is what you do with all the data you’ve extracted. “An organisation can distinguish itself by its service levels, how it interprets data and presents it to clients. Vix-Questek does not supply clients with a stream of data they need to interpret: we present a problem we have identified and our recommendations for fixing it.”

Capital constraints may push operators to take a narrow view, focusing on fixing single problems as they arise. However, Kruger advises a longer term approach: “Chasing cheap solutions isn’t sustainable in the long run, and you’re going to be monitoring a few facets rather than having a holistic solution. If you tack pieces on, those add-ins and their integration will come at a price. Vix-Questek’s system provides the infrastructure for operators to build on, and even add third party solutions as they become relevant.

“A proper installation may be a bit more expensive initially, but over the long term the savings that will be generated and the revenue protection that will derive will far outweigh the cost.”



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Annual Report of the Council 2015/2016

VISION

SABOA is the credible voice of an inclusive, efficient, sustainable and transforming bus industry, which plays a pivotal role in an integrated transport system through safe, reliable and affordable bus services that add value and is attractive to our stakeholders.

VISION SUPPORTING VALUES

- The industry is committed to provide a safe and efficient bus transport service, which meets or exceeds stakeholders' expectations. Efficiency of the transport system will be actively promoted.
- SABOA is committed to national priorities such as social responsibility, road safety and HIV/AIDS prevention.
- SABOA strongly supports transformation of the bus industry.
- SABOA strives to contribute positively to making the ownership profile of bus operators more representative of the wider South African society.
- SABOA supports the constructive introduction of more bus operators from previously disadvantaged communities into the main stream of the formal bus industry in South Africa.
- SABOA recognises that SMME bus operators form an integral part of bus transport services.
- SABOA advocates cooperation and sharing of expertise and solutions among members.
- All strategic efforts are directed towards building a viable and sustainable bus industry.



- As a cornerstone of the vision, SABOA is committed to a professional conduct towards all stakeholders
- SABOA is committed to marketing and the promotion of the Association and the industry

By Professor Jackie Walters, SABOA special adviser

- SABOA actively supports modal integration.
- SABOA is committed to provide specialist support to its members
- SABOA is committed to represent all bus operators.
- SABOA strives to contribute positively towards the social upliftment of its members and its employees.

ANNUAL REPORT: 2015/2016

1. INTRODUCTION

Before highlighting the main activities of the Association over the past financial year, I would like to express the industry’s appreciation to the Director-General of the Department of Transport, Mr Selepe, the Acting Deputy Director-General, Mr Mokonyama, and the officials of the Department of Transport, especially Mr Lesiba Manamela for their efforts in addressing the inadequate funding for public transport with National Treasury.

The Association would also like to express its appreciation to all provincial MECs for Transport and the officials in their departments for attending to the industry’s concerns at provincial level. We also wish to thank the officials in the provincial departments of transport for their assistance in addressing the concerns that operators experienced in their provinces.

On behalf of SABOA and its Members we wish to thank the President and Vice-President of the Association, Messrs Andrew Sefala and Sidwell Nche as well as the Chairpersons of the SABOA Provincial Branches for their dedication in representing SABOA at various forums throughout the year. A special word of appreciation is also addressed to the National Council and National Executive Committee of SABOA who are always willing to participate in committees, meetings and workshops, and for their guidance and leadership over the past year.

We wish to thank the Associate Members of the

Association for their loyal support over many years. Their support stretches much wider than providing sponsorships for events such as the SABOA conference or Technical Committee social weekend. They also provide a great deal of expertise to the Association through their participation in the SABOA Council, Technical Committee and Workshops.

During the 2015/2016 financial year SABOA continued to represent the industry on several important matters related to the bus industry. Numerous meetings and discussions took place with persons and bodies involved in the industry.

This Report highlights the more important activities dealt with by the Association and reports on the progress made in this regard.

2. MANAGEMENT OF THE ASSOCIATION

The following Members were elected to the National Council and the National Executive Committee for the term 2013-2015. In terms of the amendments to the constitution in 2013, the term of office of Council and Executive Committee members has been extended from two years to four years and the next elections will be held in 2017. The term of office of the members elected in 2013 has therefore been extended to 2017:

2.1 Council Members

2.1.1 Elected Members

Category A (1-30 buses)

Messrs	R S Nche	City Road Trans Service (Vice-President)
	M D Sambo	Sambo Express
	J Vanqa	Vaal Maseru Bus Service
	J Mayekiso	Mayekiso Bus Service
	S Maharaj	Maphumulo Mail Service (Pty) Ltd
	N Dollie	Overland Tours
	T Lebitsa	Hlakanang Bus Company
	C Bailey	Bailey’s Bus Service

•PERFORMANCE •RELIABILITY •EXPERIENCE •FUTURE

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 East London - Factory: + 27 43 736 3545
 Email: info@isri.co.za
 Website: www.isri.co.za

ISRINGHAUSEN

Ms I Mncwango Gauteng Women in Transport
 Vacant (The vacancy on Council is due to a vacancy in the KZN Branch which is being filled)

Category B (30+ buses)

Messrs A Sefala Ipelegeng Transport Trust (President)
 A R Komane NTI
 M H Heyns Putco
 F E Meyer Golden Arrow Bus Service
 T Murugan South Coast Bus Service
 L Bokaba Buscor
 N Madyibi Mayebuye Transport Corporation
 S G Mitchell Interstate Bus Lines
 P Zondo Brakpan Bus Company
 Vacant
 (Mr Meyer replaced Mr Cronje who retired in October 2015)
 (The vacancy is due to the passing away of Mr Alex Heyns of Vaal Maseru Bus Service in January 2016. The vacancy still has to be filled).

Associate Members

Mr P Kalil-Zackey MAN Truck & Bus
 Ms K Bell Standard Bank Vehicle Asset & Finance

2.1.2 Appointed Members

Mr G Fleetwood South African Bus Employers Association
 Ms S Le Roux COASA
 Mr M Ramela Commuter Bus Employers Organisation

2.2 Executive Committee Members

Messrs A Sefala Ipelegeng Transport Trust (President)
 R S Nche City Road Trans Service (Vice-President)
 A R Komane NTI
 J Vanqa Vaal Maseru Bus Service
 M H Heyns Putco
 F E Meyer Golden Arrow Bus Service
 S Maharaj Maphumulo Mail Service
 Ms I Mncwango GWIT

2.3 Council/EXCO/General Meetings

The following meetings were held in 2015/2016:

23 January 2015 : Special Exco meeting
 23 January 2015 : Exco/Council meeting
 26 March 2015 : Exco meeting
 28 May 2015 : Exco/ Council meeting
 30 July 2015 : Exco meeting
 17 September 2015 : Exco/Council meeting
 19 November 2015 : Exco meeting
 27 January 2016 : Exco/Council meeting

3. SPECIFIC ISSUES DEALT WITH DURING 2015/16

3.1 Policy Issues

3.1.1 Increased funding for public transport

At SABOA's strategic planning workshop on 24 and 25 January 2013, Mr Manamela of the Department of Transport who was a guest speaker, announced that the Department had decided to embark on concluding negotiated contracts with contract holders to bring more stability into the industry. The Department would prepare themselves in 2013 and start implementing this process from April 2014. The Department would however require more funding and would approach National Treasury in the course of 2013 to obtain the required funding.

In view of the importance of increased funding for public transport, SABOA interacted and met with various stakeholders during the period 2013 to 2014. Details of these meetings are outlined in my 2014/15 report.

Unfortunately, additional funding was not made available by National Treasury in 2014. In fact, National Treasury reduced the percentage increase in the DORA amount to 2.21% for the 2015/16 financial year.

SABOA continued its efforts in 2015 and met with National Treasury and the Department of Transport on 01 June 2015 to discuss the importance of additional funding for the industry. A Round Table Discussion meeting was also held with the Department of Transport on 23 July 2015 in which National Treasury was present to debate this matter. There after SABOA met with the Portfolio Committee on Transport on 04 August 2015 regarding this matter.

SABOA is pleased to announce that in the Minister of Finance's mid-term budget in October 2015, an additional amount of R1.4 billion was made available for public transport for the next three financial years.



Due to budget cuts which had to be applied by all state departments the amount was later reduced to R700 million which will be spread over three years on the following basis:

- 2016/17: R250 million
- 2017/18: R250 million
- 2018/19: R200 million

SABOA would like to express its sincere appreciation to the Department of Transport and in particular to Mr Mokonyama, for his efforts in securing the additional amount of R700 million to assist contract operators.

3.2 Public Transport

3.2.1 Subsidised Scholar Transport

In addressing the 2016 SABOA conference in March 2016, the Department of Transport highlighted the issues below as major issues in subsidised scholar transport. These issues, and others, have been raised by SABOA with government on numerous occasions and we are pleased that it is now receiving attention:

- Number of learners who qualify to be provided with subsidised transport exceeds the budgets available to provide such services
- New settlements and schools need to be coordinated
- Funding streams need to be able to respond to the constantly changing demand for services
- Dedicated services can respond to changing demands better than contracted commuter bus services
- Data management and reporting challenges

Scholar transport forms part of the Department of Transport's Turnaround Plan. I will elaborate on this under item 3.2.3 (Subsidised Bus Commuter Transport).

3.2.2 Scholar Transport in Gauteng

In August 2014 SABOA became aware of the fact that the tender which the Gauteng Department of Education (GDE) had advertised in March 2013 had been awarded in August 2014 and would become operational on 01 September 2014. It was also brought to SABOA's attention that some of the operators who had been awarded contracts were approaching SABOA members to lease buses.

In terms of the evaluation criteria provided for in the tender, bidders had to prove that they own roadworthy buses. Those bidders who did not own buses were to be eliminated from further participation in the bidding process. To obtain clarity regarding these matters, a meeting was requested with Mr Mpfu of the GDE who is responsible for scholar transport. Only after raising its concerns with the Head of the Department (HOD), Mr Ngobeni, was a meeting arranged with Mr Mpfu for 01 September 2014.

In the meeting Mr Mpfu provided vague and unsatisfactory answers to the concerns raised by SABOA. He also acknowledged that the GDE did not carry out compulsory site visits in respect of the bidders who had been short-listed.

In view of these developments SABOA addressed a letter to the HOD and emphasised the following:

- There is no clear evidence that the tender that was issued in March 2013 (and which was only valid for 90 days) had been extended on a regular basis to ensure that it remained valid for the period June 2013 to August 2014.
- There is sufficient evidence that the GDE did not apply the evaluation criteria as prescribed in the tender document. This relates to the requirement that bidders should have roadworthy vehicles, the capacity to deliver the service (required number of vehicles) and that compulsory site visits had to be done in respect of bidders who had been short-listed.
- There are instances where service providers have been awarded contracts which have a major financial impact on their businesses as the new routes resulted in a huge reduction in monthly income. In certain instances, the reduction is in excess of 50% of their previous monthly income.
- Service providers who have been awarded contracts have been issued with appointment letters only and contracts have not been concluded with these service providers.

Due to a lack of response from the HOD the matter was referred to the MEC for Education and later to the Premier of the Province as the MEC also failed to respond. The matter was then referred to the Gauteng Portfolio Committee on Education as there was no response from the Premier of the Province.

The Chairperson of the Portfolio Committee met with a delegation of SABOA on 14 and 26 November 2014. On the latter date, the MEC, HOD and other GDE officials were present. The MEC invited SABOA to forward its concerns to him directly by 04 December 2014 and if there is sufficient proof, an independent investigator will be appointed to investigate SABOA's concerns.

The information was submitted to the MEC on 04 December 2014 and on 29 December 2014 an investigator was appointed. He had to complete his investigation within 30 days. In February 2015 the HOD terminated the investigation without providing any reasons for doing so and, it seems, before the investigation had been completed.

In spite of all attempts by SABOA to find a solution, the matter remains unresolved. A meeting was then arranged with the MEC for 12 May 2015 to discuss the way forward. During the meeting of 12 May 2015, the MEC proposed that the SABOA's concerns be addressed in the tender for new additional routes. This is, however, not acceptable to SABOA as it will not correct the mistakes that were made in the 2013 tender. A letter to this effect has been addressed to the MEC and SABOA is awaiting the MEC's response.

In view of the lack of a response from the MEC, and in order to address the non-compliance to the tender evaluation criteria by the Department of Education, the matter was referred to the office of the Public Protector.

The office of the Public Protector has been interacting with the Department of Education regarding this matter throughout 2015 and according to reports from the office of the Public Protector the response from the Department of Education in providing information to the Public Protector has been slow. They are nevertheless continuing their efforts to obtain all the required information from the Department of Education to enable them to compile a report on the matter.

3.2.3 Subsidised Bus Commuter Transport/Bus industry challenges

In view of the many challenges facing the industry, SABOA requested a Bus Summit to discuss the following issues:

- The financial crisis in the commuter bus industry
- Empowerment of SMME bus operators
- Operational issues e.g. taxi intimidation, most PRE's not functioning effectively, functioning of the NPTR and the coach industry does not seem to be part of the DOT's planning process

The Department of Transport arranged a Round Table Discussion session on 23 July 2015 during which the following proposals were tabled:

- Adequate subsidy funding must be made available so that current services can continue to be provided and operated efficiently and effectively within the framework of contractual agreements that operators have entered into with the authorities;
- If adequate funding is not made available, operators may have to consider other options such as the withdrawal of non-subsidised services, withdrawal of loss making services, postponement or scaling down of bus replacement programmes and rationalisation of services in general;
- The 'value for money' proposition in the BRT system needs to be carefully looked at due to SA's unique settlement patterns;
- A number of task teams should be established to discuss and provide guidance on a number of issues such as funding, rationalisation of services, empowerment of SMME bus operators, coach operators and other operational issues facing the industry;
- The Department should arrange an intensive

engagement with the SMME bus operators on the implementation of the regulated competition policy and contracting of bus services in general. This engagement could be conducted in the form of workshops;

- The Department will share with the industry the Turnaround Plan which is being compiled by the Department.

At the SABOA conference in March 2016 the Department announced that the Turnaround Plan is being finalised for consultation. Internal and external role players will be consulted for inputs prior to the final approval and implementation of the plan. Funding will then be sourced for implementation.

The following areas are being covered in the Turnaround Plan:

- Subsidised scholar transport and community services in rural areas should be addressed;
- Public transport needs to be designed and managed as an integrated network (bus, rail and taxi), not as isolated modes of transport which is currently the case in South Africa. Such integration will make it easier to align funding;
- In light of lessons learnt in the past 7 years, IPTN components should be scaled down as a result of their high costs and consideration should be given to providing quality integrated public transport;
- It is necessary to adopt a different strategy in order to determine appropriate solutions for different public transport challenges in each area;
- Funding for public transport needs to be revived to mitigate fragmentation.

3.2.4 Tourist Transport

In the 2014/15 Annual Report, I reported that through the efforts of SABOA and SATSA (South Africa Tourism Services Association), a new dispensation for tourist transport services has been provided for in the National Land Transport Act and that the two Associations have been interacting with the Department of Transport on the establishment of the National Public Transport Regulator (NPTR) to ensure that there is a full understanding of the requirements and skills required for the managing of the newly established accreditation system for tourist transport operators.



The indication from the Department of Transport in 2014 was that the NPTR would be operational in April 2015. An announcement by the Minister of Transport was expected in June 2015. However, this did not materialise.

SABOA invited the Department of Transport to provide the industry with feedback on the operational readiness of the NPTR at the 2016 SABOA conference but the Department declined the invitation.

Members of SABOA are keen for the NPTR to start functioning as it will alleviate many of the difficulties operators experience at Provincial Regulatory Entities. We therefore wish to appeal to the Department of Transport to expedite the finalisation of all the outstanding arrangements so that the NPTR can become operational as soon as possible.

On 30 October 2015 SABOA met with the Minister of Tourism, Mr Hanekom, regarding the following matters:

- Reduction in the number of tourists visiting South Africa
- Marketing of South Africa as a tourist destination
- Revised visa requirements and the impact thereof on the coach industry
- Lack of progress on implementation of the National Public Transport Regulator
- Delays in obtaining permits/operating licenses from Provincial Regulatory Entities and the impact thereof on coach operators
- Taxi intimidation and violence

The Minister of Tourism undertook to liaise with the Minister of Transport regarding the above issues. SABOA is awaiting a response from the Minister of Tourism.

3.3 SABOA Committees

3.3.1 Technical Committee

3.3.1.1 Technical Committee

~~Meetings~~ In the past financial year the SABOA Technical Committee, under the Chairmanship of Roger Overton, held meetings as follows:

21 May 2015	Mercedes-Benz
16 July 2015	MAN Truck & Bus
19 November 2015	Voith

3.3.1.2 SABOA Technical Committee Issues

The following are some of the main issues that were also discussed at the SABOA Technical Committee meetings:

- Road Transport Management System
- Euro IV, V and VI engines
- CNG fuelled buses
- Road Traffic Regulation amendments
- Vehicle license fees
- Separate roadworthy disc
- Various prominent speakers on topical issues

3.3.2 Operations Subcommittee

3.3.2.1 Operations Subcommittee

~~Meetings~~ In the 2015/16 financial year the SABOA Operations Subcommittee, under the Chairmanship of Francois Meyer, held meetings as follows:

11 March 2015	SABOA Offices
13 May 2015	SABOA Offices
15 July 2015	SABOA Offices
09 September 2015	SABOA Offices
11 November 2015	SABOA Offices



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3.3.2 Issues Addressed by the Operations Committee

The following are some of the main issues which were discussed by the Operations Committee:

- RTMS
- Bus safety campaign
- Operating licenses
- Accident reconstruction
- Driver behaviour workshop
- Driver training academy
- BRT developments
- Road safety initiatives

3.3.3 COASA Subcommittee

3.3.3.1 COASA Subcommittee Meetings

During the past financial year the COASA Subcommittee, under the Chairmanship of Ms Sonja le Roux held meetings as follows:

06 May 2015	Vix-Questek
05 August 2015	Vix-Questek
14 October 2015	Vix-Questek
03 December 2015	Vix-Questek

3.3.3.2 Issues addressed by COASA

The following are some of the main issues which were addressed by COASA:

- Cross-border time tables
- Tourism
- Permits/Operating licenses
- SARPAC clustering of modes
- Round Table Discussion with DOT
- Taxi intimidation
- Delays at weighbridges
- Meeting with Minister of Tourism
- Lesotho border post issues
- AARTO

3.4 Road Transport Management System

In view of the importance of road safety for the industry, the National Council of SABOA resolved to adopt the Road Transport Management System (RTMS) and to encourage its members to apply for the accreditation of the RTMS system.

RTMS is an industry-led, government supported, voluntary, self-regulation scheme that encourages road transport operators to implement a management system (SANS 10399:2012) with outcomes that improve road safety.

I wish to congratulate Buscor, Golden Arrow Bus Services and Interstate Bus Lines for having been successful in applying for RTMS accreditation. I am also aware of the fact that Putco is busy with this process.

SABOA wishes to encourage its members to consider applying for RTMS accreditation as it has distinct benefits for operators and improves road safety.

3.5 Driver Training Academy for the Bus Industry

Due to an increasing concern among SABOA members about driver behaviour it was resolved to arrange a one-day workshop under the auspices of the Operations Committee to address these concerns. The workshop was held on 13 August 2014 and included presentations from bus and coach operators, TETA, a medical practitioner on PrDP medical tests, proposals from various speakers to improve driver behavior, including a presentation from the Automobile Association in the United Kingdom (UK).

A unanimous decision was taken at the workshop to establish a driver training academy for the bus and coach industry in South Africa based on training programmes that comply with international standards. The Automobile Association in the UK was requested to provide SABOA with a quotation to assist in establishing a driver training academy in South Africa.



The concept was approved by the Executive Committee of SABOA at its meeting in July 2015. The quotation consists of three phases of which Phase 1 is a research project to, inter alia, determine the business model for the academy, training requirements, involvement of existing TETA accredited training service providers etc. A Steering Committee which consists of all relevant stakeholders will be appointed to guide the research team. SABOA is currently searching for funding for Phase 1 and has approached TETA in this regard. A reply is expected from TETA in due course. SABOA has also identified other potential donors and will be approaching them in the event that our application with TETA is not successful

3.6 Review of the White Paper on National Transport Policy

On 17 and 18 March 2016 the second consultative workshop on the review of the White Paper on National Transport Policy was hosted by the National Department of Transport. The purpose of the review process was to look at current transport sector policies, strategies, plans, frameworks and legislation as to understand the vision and objectives for South Africa's transport sector and the issues, gaps and challenges in the transport sector.

In terms of the overall vision for transport in South Africa, there has not been any major shift since the White Paper in 1996. A number of challenges face the transport sector of which the following have the greatest impact on South Africa's residents, enterprises and the broader economy:

- Fragmentation in government planning, implementation and funding of public transport.
- Ineffective measures to improve transport safety, in particular road transport.
- Persistent under-performance in passenger and freight rail transport.
- Slow progress in serving marginalised rural populations.
- Poor implementation of existing policy.

The review process is scheduled to be completed in March 2017 where after it will go through the parliamentary process and all interested parties will have the opportunity to comment on the recommendations.

SABOA has been attending the workshops will continue to do so and to comment on the issues raised at these workshops.

3.7 Taxi Intimidation

In view of the ongoing intimidation by taxi operators on bus operators and in view of the fact that the channels that SABOA has been following to address these incidents have not had the desired effect, SABOA

requested the Minister of Transport in December 2015 to appeal to the taxi industry to refrain from intimidating bus operators. The Minister reported that she had a discussion with the leadership of SANTACO and that they committed SANTACO to a non-violence stance in interacting with other public transport stakeholders.

There has, however, been no improvement and SABOA has now requested the Minister to arrange a meeting between SANTACO, NTA and SABOA, chaired by the Minister, to address this matter. A reply from the Minister is being awaited.

3.8 Empowerment of SMME members of SABOA

SABOA fully supports the empowerment of SMME bus operators and this is evidenced by the following:

- The SABOA constitution was amended in 2003 to give effect to this view.
- An Empowerment Committee consisting of Council members was appointed and provision was made in the SABOA budget to cover the travel and accommodation costs of Committee members when they visit provincial governments and SABOA members in the provinces to promote empowerment of SMMEs or discuss empowerment initiatives.

The Empowerment Committee has been busy with a number of initiatives in various provinces, but its efforts are being hampered by the lack of financial information from SMMEs involved in this process and the availability of funding for these transactions. The Empowerment Committee has requested a meeting with the Minister of Small Business Development to discuss ways and means of assisting SMMEs to grow and expand their businesses.

On 15 June 2015, a delegation of the Empowerment Committee met with officials of the Department of Small Business Development. They acknowledged the need for empowerment of small bus operators in the bus industry and indicated that the matter will be escalated to the office of the Director-General. A follow-up meeting will be arranged with the Empowerment Committee but to date it has not materialised. The Empowerment Committee has again approached the Minister of Small Business Development and a reply is being awaited.

In January 2016, the Empowerment Committee submitted a report of its activities to the National Council of SABOA and requested that SABOA should recommend to government that 15% of all commuter contracts should be awarded to SMME bus operators. This proposal of the Empowerment Committee was approved by the National Council and letters to this effect were sent to the National Department of Transport as well as to all the MECs for Transport in the provinces. This letter will be followed up by the Empowerment Committee with visits to the MECs.

SABOA subscribes to Tender News and throughout the

year, as and when tender opportunities became known to SABOA, members were made aware of these opportunities. We would like to invite members to inform SABOA when they have been successful in obtaining tenders through this process as it is important to gauge the success rate of this system.

Members are also invited to contact the Chairperson of the Empowerment Committee, Mr Daniel Sambo, should they wish to discuss empowerment initiatives which could be investigated by the Empowerment Committee.

3.9 Training

3.9.1 SABOA Skills Programmes for SMMEs

During the past financial year the following training programmes were presented:

3.9.1.1 Advanced scheduling (skills programme)

3.9.1.2 RPL National Certificate: Professional Driving (learnership)

3.9.1.3 FET Certificate: Road Transport Supervision (learnership)

We wish to express our sincere appreciation to the Transport Education and Training Authority (TETA) for making funds available for such a worthy cause and to the Service Provider, LearnCorp, for the training they conducted on behalf of SABOA.

3.9.2 Road Passenger Transport Management Programme

In a joint venture between the University of Johannesburg and SABOA, 330 learners were trained on this programme during 2015. On behalf of SABOA we wish to express our appreciation to the University of Johannesburg for their support in this regard.

3.10 Gauteng Freeway Improvement Scheme

During the year under review SABOA assisted its members, especially members operating coach services, to address the following difficulties with SANRAL:

- Incorrect classification of vehicles at certain gantries
- Different classifications of the same vehicle by different gantries
- Account / statement problems

3.11 Bus Rapid Transit Systems

SABOA has stated repeatedly that it is in favour of Bus Rapid Transit (BRT) systems as part of an urban transport solution in South Africa. These systems are being developed in many of the metropolitan areas in the country. It is also SABOA's view that BRT systems are appropriate for many urban areas although it could differ from metropolitan area to metropolitan area depending on the operating circumstances and requirements, level of funding that is available etc.

Metropolitan Councils should, however, ensure that proper viability impact studies are undertaken to determine the need for a BRT system or whether existing public transport systems should be improved. BRT systems will need continued financial support due to low population density and relatively high operating costs. This should, however, not deter us from embarking on this form of urban transport improvement, where justified, as the benefits of such systems will in the long run exceed the costs of operation and financial support. The general public is in real need of quality public transport that would give them a choice between using their private cars and public transport.

The cities of Johannesburg, Cape Town, Tshwane and George have made the most progress with the implementation of BRT systems and some of them have introduced various phases over the past few years.

SMME bus operators are, however, excluded from participating in these systems as they are not regarded as 'affected operators'. It is SABOA's view that their exclusion is the result of a narrow interpretation of section 41 of the National Land Transport Act (NLTA) by the Cities. The narrow interpretation relates to the fact that Cities only consider operators who operate on the routes intended for BRT services whilst section 41 of the NLTA refers to operators operating in the area under the jurisdiction of the City. SABOA has submitted a proposal to the National Department of Transport to amend section 41 of the NLTA to ensure that there is no room for misinterpretation.

In a meeting with the National Department of Transport on 08 December 2015 to discuss SABOA's proposal, there was consensus that SMME bus operators should not be excluded from being part of BRT systems. The National Department of Transport, together with SABOA, will develop a strategy to engage provincial and local governments to change their policies of excluding SMME bus operators in future BRT developments.



3.12 Cross-Border Issues

Bilateral agreements which regulate cross-border transport exist between South Africa and Zimbabwe, Zambia, Mozambique, Malawi, Botswana and Swaziland and a number of committees have been established by the Cross-Border Road Transport Agency to:

- monitor carriers on the routes;
- promote efficient law enforcement on the routes;
- exchange information pertaining to the routes;
- determine passenger transport needs;
- execute such other functions as may be determined by the committees

SABOA is represented on these committees.

Some of the cross-border issues SABOA dealt with in 2015 are as follows:

- SABOA raised its concern with the C-BRTA about the future of the cross-border bus industry as it was evident from a number of factors such as the number of permits issued to taxi operators in relation to bus operators, intimidation by taxi operators on bus operators, the questioning of the legality of bus

operators' permits by taxi operators and the C-BRTA etc that the focus of the C-BRTA is mainly on the taxi industry.

- In discussions with the C-BRTA, SABOA stressed that in view of the fact that most cross-border routes are long-distance routes, the bus industry should form the backbone of cross-border industry and not the taxi industry. Taxi-type vehicle are not designed for long-distance routes whilst buses are designed for such routes.
- The C-BRTA needs to find a scientific methodology to regulate market access. This will assist in avoiding the overtrading of routes as is currently the case in the cross-border taxi industry.
- The non-issuing of permits to Lesotho due to taxi intimidation. In spite of court orders that were issued to prevent taxi operators from intimidating bus operators, the matter remains unresolved. This, together with the fact that the Free State government does not recognise cross-border permits, resulted in the non-issuing of permits to Lesotho.

These matters are still under discussion with the C-BRTA.



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3.13 SABOA Short-Term Insurance Scheme

The Scheme that was awarded to Ibiliti Underwriting Managers on 01 December 2014 for a period of 5 years is a unique Scheme in that it consists of very competitive insurance rates. A further element that has been added is a product that is offered and managed by Stemulite S A which provides for cost saving benefits in respect of a wide range of products and services. In order to market both benefits i.e. the insurance benefits and the cost saving benefits the Scheme has been branded the Kuphelele Bus and Coach Solution.

One of the biggest benefits to our SMME members who have 30 or less buses is that if they join the Kuphelele Bus and Coach Solution Scheme they get membership of SABOA free of charge.

The Scheme is, however, not limited to SMME members. It provides cover for large operators as well and can structure the package to suit the needs of large operators.

SABOA would like to invite its members who are not on the Scheme to request a free no-obligation quote from Ibiliti.

3.14 SABOA Bus Indabas

In order to promote the Kuphelele Bus and Coach Solution product and to inform members of the developments in the bus industry, Bus Indabas were held in 2015 as follows:

- Johannesburg: 17 June 2015
- Polokwane: 08 July 2015
- Klerksdorp: 12 August 2015
- Nelspruit: 28 August 2015
- Cape Town: 14 September 2015
- Bloemfontein: 01 October 2015
- Butterworth: 21 October 2015
- Durban: 25 October 2015

All the bus indabas were well attended and it will be repeated in 2016.

3.15 Alignment of the bus sector charter to the amended DTI Codes of Good Practice

After the publication of the revised DTI Codes of Good Practice in 2014, the SABOA BEE Sub-committee met with the Department of Transport on a number of occasions in 2015 to discuss the proposed amendments.

Agreement was reached on all the elements except procurement. In spite of a joint meeting with the Department of Transport and the Department of Trade and Industry the matter remains unresolved. A request to meet with the Department of Energy in an attempt to find a solution to the problem was agreed to by the Departments of Transport and of Trade and Industry but never materialised.

The draft Bus Sector Charter was published in the *Government Gazette* for comments and these comments needed to be submitted to the Department of Trade and Industry by 28 June 2016. The SABOA BEE Sub-committee is currently commenting on the draft Bus Sector Charter and its comments will be forwarded to the Department of Trade and Industry in due course.

I would like to express my sincere appreciation to the members of the Sub-committee for their assistance and support during the interaction with the two departments as well as for their input into the draft Bus Sector Charter.

3.16 Wage Negotiations

In 2015 the parties in SARPAC could not reach agreement and a settlement outlined below was only reached through mediation:

- 9% increase for the period 01 July 2015 - 30 June 2016
- 4% increase for the period 01 July 2016 - 31 December 2016
- 4% increase for the period 01 January 2017 - 31 March 2017

SABOA would like to congratulate SABEA and COBEO for reaching a settlement under difficult circumstances.

3.17 Strategic Planning Workshop

In order to position the industry and the Association a strategic planning workshop is held in January of each year.

At the 2016 strategic planning workshop which was held on 26 and 27 January 2016 the following focus areas were identified:

- Focus area 1: Policy
- Focus area 2: Empowerment
- Focus area 3: Road safety

The National Executive Committee of SABOA at its meeting of 31 March 2016 resolved that, in order to obtain greater participation from its membership, provincial strategic planning workshops be held in 2016 where after the National Council of SABOA will, with the assistance of an independent facilitator, workshop the issues raised at the provincial strategic planning workshops to identify focus area for the Association. These workshops will be held jointly with the Bus Indabas.

3.18 Extension of the Bargaining Council Agreement

In April 2012 the Main Collective Agreement of the South African Road Passenger Bargaining Council (SARPAC) was extended to non-parties to the Agreement. It, however, excludes scholar transport services where learners are exclusively transported between residence and school (operators who render other services over and above scholar transport services are not exempt and have to comply),

Transnet and Local Authorities. The Main Collective Agreement was also extended in 2013 and 2014.

In view of the fact that a large number of SABOA's members are not members of the existing employers' organisations SABEA and COBEO, and in view of the fact that there is a view among these members not represented in the Bargaining Council that they will be better represented by their own employers' organisation, SABOA was requested to assist them to establish an employers' organisation.

SABOA is conducting a survey among its members to establish whether there is sufficient support (a minimum of 2 000 employees are required) to be able to register an employers' organisation. This matter was again raised at the 2015 Bus Indabas. SABOA is currently verifying the survey results to determine whether there is the required support for the establishment of an employers' organisation.

3.19 Conference and Exhibition / Gala Dinner

A two-day conference which consisted of a plenary session and parallel sessions was held on 07 and 08 March 2015 at the CSIR conference centre in Pretoria. The conference was combined with an exhibition of products and services by 32 of SABOA's Associate members.

The conference was attended by 465 delegates whilst 52 exhibition stands were displayed in the inside exhibition area. A variety of buses and coaches were also displayed in front of the venue.

SABOA would like to express a special word of appreciation to its Associate members for their loyal support of the conference and exhibition for many years. We also wish to thank our Principal members for attending the event in large numbers.

3.20 SABOA Initiatives

In order to enhance the image and effectiveness of SABOA, the National Council resolved as follows:

- To work towards the establishing of Branch offices in the provinces. To this end, I am pleased to announce that the first Branch office was opened in Cape Town in 2015. SABOA will be following a phase-in process in this regard. At least one more Branch office will be established in the course of 2016.
- To purchase office space for SABOA when its current lease expires in 2021.

3.21 Research

SABOA assisted the University of Johannesburg and the Department of Transport in conducting research among SMME bus operators (SBO). The research team was headed by Professor Walters of the University of Johannesburg. The purpose of the survey was to better understand the challenges that SMMEs experience in the public transport industry. The survey was conducted by telephone in April 2015 among 1 255 operators, of which 263 responses could be used.

Results of the survey indicate that the mean annual turnover of a typical SBO is R2 572 139 and the mean employment number 9.99. The mean number of buses operated is 6.55 per operator with a mean age of 14.75 years. Sole ownership is the most common category of business form and represents 74% of all business forms reported in the survey.

The typical SBO had 1.7 contracts – most services are rendered on contract – 87,5% of respondents. These contracts were mostly school bus contracts. It was interesting to find that 22% of the SBOs surveyed had sub-contracts with larger bus companies, pointing to a form of collaboration with larger operators. However, larger operators were singled out for the lack of assistance by 85,4% of respondents and for not sharing their businesses with SBOs (86,2%).

The most prominent challenges that operators experience appear to relate to government. The lack of government assistance for SBOs (88% of respondents), complex governmental legal requirements (85,1%) and reporting requirements for SBOs (82,7%) are cited as factors having a major impact on their businesses. The lack of on-time payment for services rendered (57,7%) were cited as having a major impact on their businesses. These operators also had major problems in replacing their buses (86,9%) which is likely to be linked to the difficulty in attracting funding for their businesses (73,3%). The lack of financially sustainable school bus contracts were cited by 82,2% of respondents which, in turn, is probably linked to the trouble SBOs have in growing their businesses – cited by 73,5% of the respondents.

Respondents indicated that they had monthly financial statements (79,1%) and had audited financial statements for the last three financial years (82,2%).

Most operators surveyed would like to expand their



businesses into commuter contracts with government, followed by a wish to participate in the BRTs that are currently being established throughout SA in the main centres.

Recommendations following the results of the survey are that Government should market and promote its numerous initiatives directed at SBOs. Government also ought to consider forming a task team to simplify contractual requirements for subsidised services that are aimed at attracting SBOs. Government also ought to consider creating 'space' for SBOs in the design of commuter contracts and actively consider establishing consortia or partnerships amongst SBOs to assist SBOs in the contracting environment.

In order to encourage larger operators to involve smaller operators in their operations/contracts, incentives ought to be considered to encourage this development.

The lack of financial viability of school bus contracts ought to be investigated and the impact determined on service delivery and quality of services. As this form of contracting is the dominant type of business for SBOs at this point in time this matter should receive urgent attention.

3.22 Comments on Policy/Legislation/SABS Reports

- Various SABS Reports
- Amendments to the Road Traffic Regulations
- Various C-BRTA Documents
- Draft National Scholar Transport Policy Document
- Draft Carbon Tax Policy Document
- Draft Bus Sector Charter

3.23 Liaison with Stakeholders

During the year under review the SABOA had contact with the following:

- Minister of Transport
- Minister of Finance
- Minister of Tourism
- Premier of Gauteng
- Various MECs for Transport
- National Department of Transport
- Various Provincial Departments of Transport
- Various Provincial Departments of Education
- Portfolio Committee on Transport
- Gauteng Department of Education
- Gauteng Portfolio Committee on Education
- Northwest Provincial Regulatory Entity
- Gauteng Provincial Regulatory Entity

3.24 External Committees

SABOA was involved in a number of external committees of which the following are a few:

- Gauteng Master Plan
- Ekurhuleni Transport Committee
- City of Tshwane's TRT Committee

- City of Johannesburg's BRT External Committee
- COJ Passenger Forum
- SANRAL
- C-BRTA Passenger Forum meetings
- DOT BEE Alignment Committee

3.25 SABOA Services/Benefits

Advice was given to a number of SABOA members in 2015/16 on matters such as:

- Calculation of tariffs
- Implementation of fares
- National Road Traffic Act and Regulations
- Contracting
- NLTA
- General transport-related matters
- Advice to new entrants who wanted to enter the industry

3.26 Secretarial Services

SABOA provided secretarial services to the South African Bus Employers Association.

3.27 New Members

During the 2015/16 financial year, SABOA approved 37 applications for Principal membership and 8 applications for Associate membership. Unfortunately, in the course of the year, 105 members' membership lapsed due to non-payment of membership fees. The current membership profile of SABOA is as follows:

- Principal members : 920
- Associate members : 60

4. SABOA MAGAZINE/NEWSLETTER

The Association's official magazine, *SABOA BUS*, was published quarterly.

From reports it is evident that this publication is well received. On behalf of SABOA we wish to thank Titan Publications for a job well done.

The SABOA monthly newsletter, *FaxTalk* has been revamped and renamed *SABOA Talk*. It is also designed and printed by Titan Publications. We wish to thank Titan Publications for their loyal support.

5. REPORT FROM THE AUDITOR TO THE MEMBERS OF SABOA

The audited financial statement for the 2015/16 financial year was approved by the National Council earlier today and is available to members for inspection at the offices of SABOA.

6. PERSONNEL

I would like to thank each and every staff member for their support and loyalty throughout the year. Without their dedication and perseverance, SABOA would not be able to function the way it does. ■

MAN showcases two key vehicles

MAN Truck & Bus (SA), a wholly-owned subsidiary of MAN Truck & Bus AG in Germany, is a leading manufacturer of medium, heavy and extra-heavy trucks, as well as commuter buses and luxury coaches. The product has been represented in South Africa since the early 1960s, initially through agents Meyer and Hiller. The South African operation has its headquarters in Modderfontein as well as a truck and bus chassis assembly plant (Pinetown), a bus and coach bus body facility (Olifantsfontein) a parts distribution centre (Isando), a used commercial vehicle operation in Centurion and a widespread national sales, service and parts dealer network.

The MAN Training Academy is also situated in Isando and offers a wide range of technical courses to apprentices and qualified artisans, ensuring that the MAN organisation in South Africa is always at the leading edge of technical know-how. A network of 14 full dealerships and 15 service and parts dealerships is strategically situated throughout Southern Africa, in order to provide complete support to MAN's widespread customer base. MAN launched two vehicles at the event: its HB3 18.350 FOC Lion's Explorer (12,5-metre, 350 hp, front engine, TipMatic AMT); and budget 18.220 FOC chassis, with Marcopolo Torino body (220 hp, manual, ABS and retarder, air suspension).



Volvo highlights product and service offerings

THE Volvo brand has been built up over decades and enjoys a solid position worldwide. It is one of the world's best known and respected brands within the commercial vehicle industry. It is associated with the core values of quality, safety and environmental care. Volvo is the leader in the premier luxury coach segment in South Africa. The Volvo 9400 intercity coach, fully imported from Volvo Bus India, is available from 51 to 65 seated, covering a full range of operator specifications. The company offers a variety of

commuter and city buses, ranging from 65 to 81 seated passengers. The company is a leader in bus rapid transit (BRT) vehicles, with low entry and raised floor versions available in 12 metre rigid and 18 metre articulated units. The company has established relationships with all the leading bus body manufacturers in South Africa. Turnkey solutions available include bus telematics as well as Volvo Blue and Gold maintenance contracts tailored to suit customer operational requirements. ■



Scania makes impact with comprehensive offering

SCANIA offers a comprehensive range of buses and coaches for operators in the public transport, long distance cross-border and coach segments. Scania buses and coaches are renowned for their outstanding operating economy. According to the manufacturer, each component is engineered to heighten the performance of the vehicle and set world-class standards for fuel economy, driveability, road handling, reliability and uptime. Every model can be customised – from passenger capacity to seating plans, comfort levels and other key criteria – to suit the application. The F-series (for commuter and rural use) is ideal for tough conditions, where it provides both comfort and high

passenger capacity. The flexibility of the K-series (for city and coach operation) facilitates a wide variety of bus types, with varying floor heights, driver positions and passenger capacities. Configuration options span 4x2, 6x2, articulated solutions, or combinations of these in single- and double-deckers. Additional options include the choice of low-entry or normal floors. The Scania Touring coach is designed to meet all the different demands of occasional and regular service. The CNG bus commissioned by Unitrans Passenger – pairing a Scania chassis and Busmark body – was a drawcard in the outside exhibition area.



A F R I W A Y



T H E A L L N E W A F R I W A Y

Bumper to bumper warranty of 24 months on complete bus.

Driveline warranty extended to 3 years or 300 000km (whichever occurs first).

Tested by IVECO to have the best fuel consumption in the 18 000 kg GVM bus category.

The bus body is manufactured in a single facility based in Rosslyn – Iveco South Africa Works (Pty) Ltd (ISAW), increasing up-time as any technical issues are rectified at a single source.

The positioning of the engine prevents undue stress on the front chassismembers when operating services on poor unpaved road conditions.

Soon also available with automatic transmission as well as with a 6x2 chassis.

IVECO
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