

Presentation of the
2016/17
SABOA ANNUAL REPORT TO
COUNCIL AND THE AGM
24 MAY 2017

Overview of presentation

- Vision of SABOA
- Management committees of SABOA
- Specific matters dealt with during 2016/17
 - Policy issues
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 - Road Transport Management System
 - Driver training academy for the bus industry
 - Review of the White Paper on National Transport Policy
 - Taxi intimidation
 - Empowerment of SMME members of SABOA

Overview of presentation

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- Cross-border issues
- SABOA short term insurance scheme
- SABOA Bus Indabas
- Alignment of the Bus Sector Charter to the Amended Codes of Good Practice
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- SABOA initiatives
- Comments on policy/legislation/SABS reports

Overview of presentation

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 - SABOA services/benefits
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- SABOA Magazine/Newsletter
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 - Personnel

SABOA 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

Council members of SABOA

Elected Members: Category A (1-30 buses)

Messrs R S Nche	City Road Trans Service (Vice-President)
D Sambo	Sambo Express
J Vanqa	Vaal Maseru Bus Service
J Mayekiso	Mayekiso Bus Service
S Maharaj	Maphumulo Mail Service
N Dollie	Overland Tours
T Lebitsa	Hlakanang Bus Company
C Bailey	Bailey's Bus Service
Ms I Mncwango	Gauteng Women in Transport
Vacant	(The vacancy on Council is due to a vacancy in the KZN Branch)

Council members of SABOA

Elected Members: Category B (30+ buses)

Messrs	A Sefala	Ipelegeng (President)
	A R Komane	NTI
	M H Heyns	Putco
	F E Meyer	Golden Arrow Bus Service
	T Murugan	South Coast Bus Service
	L Raath	Buscor
	N Madyibi	Mayebuye Transport Corporation
	S G Mitchell	Interstate Bus Lines
	P Zondo	Brakpan Bus Company
	Vacant	(Vacancy due to the passing away of Mr Alex Heyns of Vaal Maseru in January 2016)

(Mr Meyer replaced Mr N Cronje who retired in October 2015 and Mr Raath replaced Mr Bokaba who resigned)

Associate members

Associate Members

Mr P Kalil-Zackey MAN Truck & Bus

Ms K Bell Standard Bank Vehicle Asset & Finance

Executive Committee (2016/17)

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

Council/EXCO meetings 2016/17

27 January 2016	Special EXCO meeting
27 January 2016	EXCO/Council meeting
31 March 2016	EXCO meeting
26 May 2016	EXCO/ Council/AGM
28 July 2016	EXCO meeting
29 Sept 2016	EXCO/Council meeting
17 Nov 2016	EXCO meeting
26 January 2017	EXCO/Council meeting

Policy issues

- DoT announced that **negotiated contracts will be concluded with operators to bring more stability to the industry**
- **Increased funding for public transport was a major focus of the association over the period 2013/16.**
- **In October 2015, an additional amount of R1.4 billion was made available for public transport for the next three financial years.**
- **Due to state 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**

Policy issues

- At present the DoT is compiling a **Public Transport Turnaround Plan** with the objective to develop a strategic motivation and business case for additional funding to support land-based public transport in SA.
- In the mean time the **Competition Authorities** have launched an investigation into the following issues involving land passenger transport:
 - Price setting mechanisms
 - Price regulation
 - Route allocation, licensing and entry requirements
 - Allocation of operational subsidies
 - Transport planning
 - Transformation in the land-based public transport industry.

The investigation is expected to take two years and will involve all land-based modes of transport – rail and road transport over short and long distances

Policy issues

- **Workshop on optimisation of public transport contracting costs**
 - Held between DOT, SABOA, Monitoring companies and companies involved on bus contracting
 - Purpose:
 - To discuss the **public transport turnaround strategy of the DOT**
 - To discuss **potential cost savings in contracting road-based public transport** – a high level overview provided by SABOA
 - **The views of two currently contracted companies on potential cost savings in contracting public transport**
 - **The view of a contract monitoring company on potential cost savings in contracting public transport**

Public transport

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.**
 - **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.

Public transport

Scholar transport in Gauteng

- **In the 2015/16 Annual Report we reported in detail on SABOA's efforts to resolve the lack of compliance to the tender evaluation criteria by the Gauteng Department of Education in its 2014 tender.**
- **Due to a lack of progress in resolving this matter it was reported to the Public Protector.**
- The office of the Public Protector has been interacting with the Gauteng Department of Education regarding this matter throughout 2015 and 2016.
- **A report on SABOA's complaint is expected soon.**

Public transport

Subsidised commuter transport/bus industry challenges

- The Department of Transport is preparing a **Turnaround Plan for Public Transport.**
- **Internal and external role players will be consulted** for inputs prior to the final approval and implementation of the Plan
- The following areas are being covered in the Turnaround Plan:
 - **Subsidised scholar transport and community services in rural areas;**
 - **Public transport needs to be designed and managed as an integrated network** (bus, rail and taxi);
 - 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;**

Public transport

Subsidised commuter transport/bus industry challenges

- 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.**
- **A draft of the Turnaround Plan was made available to SABOA and a workshop which was held on 19 January 2017 to prepare comments for submission to the Department of Transport.**
- **SABOA met with the Department of Transport on 09 February 2017 to discuss its comments and to submit a written copy thereof to the Department of Transport.**

Public transport

Tourist transport

- **On 1 July 2016 the Minister of Transport gave notice in the government gazette that the NPTR would be operational with effect from 29 July 2016 and will undertake the following functions:**
 - **The accreditation of operators of tourist transport services; and**
 - **Receiving and deciding on applications for the granting, renewal, amendment or transfer of operating licenses for tourist transport services.**
- **Applications for interprovincial services must still be made to the relevant Provincial Regulatory Entities (PRE's) until such time that a notice is published in the government gazette giving notice that the NPTR will commence undertaking this function**
 - The introduction of the NPTR will alleviate many of the difficulties that tourist transport operators experienced at Provincial Regulatory Entities.
 - In view of the fact that many tourist transport operators are also involved in interprovincial transport, we wish to encourage the Department of Transport to allocate the function of interprovincial transport applications to the NPTR as soon as possible.

SABOA Committees

Technical committee activities

- During the past financial year the SABOA Technical Committee held its first meeting on 18 February 2016 at Bedford Centre, thereafter joint meetings with the Operations Committee were held as follows:
 - 23 June 2016 Zwartkop
 - 22 September 2016 Isringhausen
 - 24 November 2016 Emperor's Palace
 - 22 February 2017 Vix-Questek
- **Issues discussed during the year:**
 - Vehicle license fees
 - Permits for bi-articulate buses
 - Renewal of vehicle license fees on a 6-monthly basis with roadworthy certificate
 - Road Traffic Regulation amendments
 - RTMS/PBS
 - Tyre regulation: Redisa
 - Paint testing by SABS
 - Various speakers on topical issues

SABOA Committees

Operational committee activities

- **Meetings were held as follows:**

- 17 February 2016 SABOA offices
- 13 May 2016 SABOA offices

Thereafter the meetings were combined with the technical committee as outlined before.

- **Issues discussed during the year:**

- Driver database
- Driver Training Academy
- Turnaround strategy for public transport
- Electronic tickets
- Reselling of tickets
- Expiry dates on tickets
- BRT developments

SABOA Committees

COASA sub-committee activities

Meetings were held as follows:

- First meeting held on 10 February and thereafter joint meetings with the Gauteng Branch. Joint meetings were held as follows:
 - 8 June 2016 Vix-Questek
 - 14 September Vix-Questek
 - 23 November Vix-Questek
 - 14 February SABOA offices

Issues discussed during the year:

- Cross-border time tables
- Permits/Operating licenses
- SARPBAC clustering of modes
- Driver Training Academy
- Taxi intimidation
- National Public Transport Regulator
- Meeting with Minister of Tourism
- Lesotho border post issues
- Bus indabas/strategic planning

Road Transport Management System (RTMS)

- **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.**
- **A number of workshops were held in 2016** in various provinces to promote the RTMS system and to elaborate on the benefits for operators who are accredited. **Workshops will again be arranged in 2017.**
- **SABOA wishes to encourage its members to consider applying for RTMS accreditation** as it has distinct benefits for operators and improves road safety

Driver Training Academy for the Bus Industry

- **As was reported in the 2015/16 Annual Report, the National Executive Committee of SABOA resolved in July 2015 to establish a Driver Training Academy for the bus and coach industry in South Africa.**
- **A Steering Committee was established** to undertake some of the tasks required for the establishment of the Driver Training Academy. **The following objectives have been identified by the Steering Committee:**
 - To meaningfully contribute to reduce road fatalities
 - To make a better trained driver available to the market
 - To standardize and achieve an international standard of driver training in the industry

Driver Training Academy for the Bus Industry

- To make the driver qualification nationally respected amongst all employers
- To establish and maintain a database of qualified / disqualified drivers
- To address gender equity challenges in the industry
- To make high quality driver training available to SMME bus operators
- To set a nationally accepted standard for all driver training
- To accredit existing training academies /centres (not to establish a new national academy)
- To promote continuous training and re-training of drivers

Driver Training Academy for the Bus Industry

- **In order to expedite the establishing of the Driver Training Academy, the Executive Committee approved of the following way forward:**
 - **A business plan is to be compiled** which will be used to obtain funding for the establishment of the Driver Training Academy
 - **A “request for proposal” process will be followed to appoint a knowledgeable person to compile the business plan**
 - **Once the business plan is available, identified companies will be visited to secure funding for the Driver Training Academy**

Review of the White Paper on National Transport Policy

- **On 17 and 18 March 2016 the second consultative workshop to review the WP was hosted by the DoT**
- A major shift in policy is not expected as the overall vision and strategic objectives remain
- **A number of challenges face the transport sector:**
 - **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.**
- Review process was expected to be completed in March 2017
- To date, there have been no further reports from the DoT.

Taxi intimidation

- In view of the ongoing intimidation by taxi operators on bus operators **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 requested the Minister to arrange a meeting between SANTACO, NTA and SABOA, chaired by the Minister, to address this matter.**
- **A meeting was arranged for 08 August 2016, chaired by Mr Mokonyama of the Department of Transport. At the meeting with the taxi associations it was resolved that bilateral meetings should be held between SANTACO and SABOA and between the NTA and SABOA.**
- **In spite of all SABOA's efforts to obtain suitable meeting dates for the bilateral meetings there has been no response from the two taxi associations.**

Taxi intimidation

- The following actions were also taken by SABOA to address taxi intimidation:
 - **Letter to the previous Minister of Police (Minister Nhleko) in December 2015.** SABOA met with the SAPS Stakeholder Manager on 29 June 2016 and it was agreed to establish a Stakeholder Forum to address taxi intimidation. Since this date it has not been possible to reach the Stakeholder Manager.
 - **Reported the taxi intimidation to the Public Protector in September 2016 but the office of the Public Protector referred SABOA to the SAPS.**
- **Reported the taxi intimidation to the Independent Police Investigative Directorate (IPID) in October 2016 and met with them on 07 December 2016.** IPID confirmed that they only investigate instances where there is a lack of progress made by the SAPS in respect of reported incidents.
- **Taxi intimidation was dealt with by the SABOA National Council and at the strategic planning workshop in January 2017.**

Taxi intimidation

- The way following way forward was approved by the National Council:
 - **Again raise the matter with the Minister of Transport.** In the meantime Mr Maswanganyi replaced Ms Peters as Minister of Transport. A request for a meeting with Minister Maswanganyi has been submitted to discuss taxi intimidation and other pertinent issues in the industry.
 - **Write to the National and Provincial Commissioners of Police for assistance.**
 - **Approach the Public Protector for an appointment to emphasize the seriousness of the matter and to try and convince them to investigate the matter.**

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 is made in the SABOA budget to cover the travel and accommodation costs of Empowerment Committee members when they visit provincial governments and established operators in the provinces to promote the empowerment of SMME's or to 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 SMME's involved in this process and the availability of funding for these transactions.**

Empowerment of SMME members of SABOA

- **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 MEC's for Transport in the provinces.**
- 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.

Training activities

- **The following training programmes were presented with funding from the TETA:**
 - Advanced scheduling (skills programme)
 - RPL National Certificate: Professional Driving (learnership)
 - FET Certificate: Road Transport Supervision (learnership)
- SABOA wishes to thank TETA for its continued commitment to the training of SMMEs in the bus industry as well as Learncorp for training that they conduct on behalf of SABOA
- **Road Passenger Transport Management Programme**
330 students enrolled for the UJ programme

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.**

Bus Rapid Transit Systems

- **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 route-based services 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.**

Bus Rapid Transit Systems

- **During a meeting between the Department of Transport and SABOA on 24 August 2016, the Department reaffirmed its view that it was unfair to exclude SMME bus operators from participating in BRT developments.**
- The Department also confirmed that it was not required to amend section 41 of the Act as the matter could be addressed by means of a change in policy.
- **SABOA was requested to provide the Department of Transport with a memorandum on the matter to enable the Department to discuss the matter with local governments.**
- **The memorandum was submitted to the Department in December 2016 and is currently under consideration.**

Cross-border matters

- 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.**

Cross-border matters

- SABOA raised its concern with the C-BRTA about:
 - **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 that the focus of the C-BRTA is mainly on the taxi industry.**
 - 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 to avoid issues of over-trading**
 - **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.**
 - **SABOA also commented on the C-BRTA's proposed policy reform document** which addressed the possibility of introducing restrictions on the distances that the different modes may travel in order to enhance safety.
- These matters are still under discussion with the C-BRTA.

SABOA Short-term Insurance Scheme

- The Scheme that was awarded to **Ibiliti Underwriting Managers on 01 December 2014 for a period of 5 years**
- One of the biggest benefits to our SMME members who have 30 fewer buses is that if they join the 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 packages to suit the needs of large operators can be structured.
- SABOA would like to invite its members who are not on the Scheme to consider requesting a free no-obligation quotation from the Scheme as this could be to your benefit.

SABOA Bus Indabas

- Purpose is to promote the SABOA Short-term Insurance Scheme and to inform members of the developments in the bus industry.
- Bus Indabas were held in 2016 throughout the country.
- **A decision was also taken by the SABOA National Council in January 2016 that provincial strategic planning workshops need to be held to ensure that more members are involved in this process.**
- **It was therefore decided to combine the Bus Indabas and the provincial strategic planning workshops.** These events were hosted as follows:
 - Polokwane: 26 July 2016
 - White River: 18 August 2016
 - Klerksdorp: 07 September 2016
 - Bloemfontein: 28 September 2016
 - Boksburg: 12 October 2016
 - Mthatha: 26 October 2016
 - Cape Town: 16 November 2016
 - Durban: 23 November 2016

SABOA Bus Indabas and strategic planning session

- **All the Bus Indabas/strategic planning workshops were well attended and it will be repeated on the same basis in the second half of 2017.**
- **At the strategic planning workshop of the National Council which was held on 26-27 January 2017 the following focus areas were identified for the year:**
 - **Focus area 1:** Build trusting relations with government and key stakeholders to advance government strategy to enhance public transport.
 - **Focus area 2:** SABOA to lobby government to legislate and motivate government and business entities to develop SBO's capacity to participate in mainstream contracts
 - **Focus area 3:** Decrease the level of taxi intimidation.
 - **Focus area 4:** to standardise and lower heavy vehicle licence fees across provinces.

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 October 2014, **the Department of Transport embarked on a consultative process to solicit views and inputs in the sector to align the Bus and Coach Sector Charters to the revised DTI B-BBEE Codes of Good Practice.**
- **Agreement was reached on all the elements except preferential procurement.**
- In spite of a joint meeting held with the DoT and the DTI the matter remains unresolved.
- **A request to meet with the Departments of Energy in an attempt to find a solution to the problem was agreed to by the DoT and DTI and was scheduled for May 2016 but was cancelled by government at very short notice.** To date, the meeting has not materialised despite many efforts to revive the initiative.

Alignment of the Bus Sector Charter to the Amended Dti Codes of Good Practice

- **The draft Bus Sector Charter was published in the government gazette for comments and SABOA submitted comments to the Department of Trade and Industry on 27 June 2016.**
- **At the BEE Indaba that was held from 10-12 November 2016 a number of amendments to the Bus Sector Charter were announced.**
- **SABOA requested a meeting with the Department of Transport to obtain clarity regarding the announced amendments to the Bus Sector Charter but to date a meeting has not yet been secured.**
- **SABOA would like to express its concern at the amendments which had been made to the Bus Sector Charter without any consultation with the industry.**
- **We also wish to repeat our request for a meeting with the Department of Transport to clarify the situation.**

Wage Negotiations

- **In 2015 the parties in SARPBAC 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
- In the 2017 negotiations it became evident at an early stage that the parties were far apart in their demands and that it would be difficult to reach a settlement without industrial action.
- In spite of dispute mediation a settlement could not be reached and a national strike in the bus industry took effect on 12 April 2017. **A settlement was finally reached on 9%.**

Conference and exhibition/gala dinner

- **On 9 and 10 March 2016 the two-day Annual SABOA conference was held at the CSIR. A gala dinner was also held with more than 300 people attending.**
- The conference was attended by **480 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 wishes to thank all sponsors and participants for their loyal support that made the conference a memorable occasion**

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 the first Branch office was opened in Cape Town in 2015.**
 - **In November 2016 a Branch office was also opened in Nelspruit**
 - **In November 2016 a Branch office was also opened in Nelspruit.**
 - **It is planned that one more branch office will be opened in 2017**
 - **To purchase office space for SABOA when its current lease expires in 2021.**

Research

- Research is currently underway to **gauge the risk appetite of contracted bus operators and how real or perceived risk is factored into contract pricing**
- Objective is to determine if an **improved risk share between authorities and operators could positively influence the pricing of commuter bus contracts in future**

Comments on policy/legislation/SABS reports

- Various SABS Reports
- Amendments to the Road Traffic Regulations
- Various C-BRTA Documents
- AARTO Amendment Bill
- Draft Carbon Tax Policy Document
- Draft Bus Sector Charter

Liaison with Stakeholders

- Minister of Transport
- Minister of Police
- Various MEC's for Transport
- National Department of Transport
- National Department of Tourism
- Various Provincial Departments of Transport
- Various Provincial Departments of Education
- Parliamentary Portfolio Committee on Transport
- Gauteng Portfolio Committee on Transport
- Gauteng Portfolio Committee on Education
- Northwest Provincial Regulatory Entity
- Gauteng Provincial Regulatory Entity
- Western Cape Provincial Regulatory Entity
- Mpumalanga Regulatory Entity
- Independent Police Investigative Directorate
- Public Protector
- Limpopo Portfolio Committee on Transport
- Road Traffic Management Corporation
- Tourism Business Council of South Africa
- SARPBAC

External Committees

- White paper consultative forum
- Ekurhuleni Transport Committee
- City of Tshwane's TRT Committee
- City of Tshwane Intermodal Committee
- City of Johannesburg's BRT Committee
- City of Nelspruit BRT Committee
- COJ Passenger Forum
- SANRAL
- C-BRTA Passenger Forum meetings
- DOT BEE Alignment Committee
- National Tourism Stakeholder Forum
- National Treasury's Carbon Tax Committee
- Department of Transport's Turnaround Plan for Public Transport

SABOA Services/Benefits

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

Members

- During the 2016/17 financial year, SABOA approved 88 applications for Principal membership and 4 applications for Associate membership. The current membership profile of SABOA is as follows:
 - Principal members: 922
 - Associate members: 60

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 to SABOA Talk. It is also designed and printed by Titan Publications. We wish to thank Titan Publications for their loyal support

Report from the Auditor

- Report from the Auditor
 - **The 2016/17 audited financial statements were approved by Council earlier today**
 - **The report is available to members for inspection at the SABOA offices**

Personnel

- Vote of thanks to all staff members for their support during the year
- Special word of thanks to **Eric Cornelius** for the exceptional effort that he puts into supporting the industry and association
- Vote of thanks to all members and chairpersons of committees of SABOA for all their valuable inputs during the year

THANK YOU