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1. INTRODUCTION

Some make complains as the way of living

Others enjoy protesting their entire life



We reveal to you our understanding of the matter concerning the Small Bus Operators

“He who has ears let him hear”

(Matthew 13:9)



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2 Licensing, Route allocation and entry regulations

1. The treatment between the some mode of Transport Namely Small Operators and Big Operators is full of discrepancies
2. The Routes Operated by Taxis are registered to The Taxis Association while none of Buses Association has the same privilege
3. The core business of the Small Bus Operators that is Organized Parties have been diminished by making it almost impossible to obtain the so called Chatter Services Operating Licence while the permits of the Big Operators have been converted at easy



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3 Allocation of Operational Subsidies and its impact

1. In North west Province no Small Bus Operators has the privilege to have the subsidies
2. It's obvious that there is no way which the Small Bus Operators can fairly compete with Big Operators without any form of financial assistance similar to that one granted to our Big Brothers



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4 Transport Planning – Challenges in the Implementation of integrated Rapid Public Transport Networks

1. Contrary to what is stipulated in NLTA the Small Bus Operators are not included in the transport Planning
2. We hoped that we will be included in the feed up Routes to BRT Networks as we were made to believe in the conception of BRTs and now we may look insurgents if would remind the authorities in this regard
3. We are not aware of any route Planned for the Small Bus Operators so far



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5 Transformation in the Public Transport – Transformation level assessment

1. we regret to say the only transformation in the Public Transport is only narrative after so many years of Democracy
2. Apart from the Scholar transport the participation of Small Bus Operators in the Public Transport for the Past 20 Years Decreased for more than 80% benefitting Partially the Taxi Industry




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6 Contracting Relating to Bus Operations

In the North West Province
None of the Small Bus Operator
ever tested to be Contracted
apart from the Scholar transport

7 Access to Finances

1. The biggest constraint for the Small Bus Operators is the access to Finances that really keep us at big disadvantages to fairly compete with the Big Brothers
 2. The lack of finances drive us to use the second hand Buses left over by our Big Brothers consequently deprive us to fairly compete
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8 Harassment between Taxis and Buses

1. The Taxi Industry regard every passenger belonging to them and sometimes to the Big Operators at expense of small Bus Operation
2. Since the routes are also registered to Taxi associations they impose the monopoly of Operation
3. The Small Bus Operators almost refrained to service the routes that the Taxi Violence prevail even for themselves (Taxi Operators)



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In Closing

....."Though seeing, they do not see; though hearing, they do not hear or understand"

(Matthew 13:13)

THANK YOU

