



SANWIT

South African Network of Women In Transport

Flowers of the Nation

PRESENTATION OF SANWIT
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NORTHERN CAPE
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Transport Competition
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On the 31st October 2008 – Broad Based Black Economic Empowerment (BBBEE) Charter was launched at the National Department of Transport (NDoT) by former Minister of Transport Minister Jeff Radebe.

“The Transport Sector BBBEE Charter will change the face of transport in ensuring that the sector sticks to the government’s aims, it will help to spread the country’s wealth.”

The South African Network for Women in Transport (SANWIT) was established.

- **This “Umbrella body was established as a strategic vehicle to engage business and government on issues that impact women in the transport sector” including entrepreneurship.**
- **Dedicated DoT Unit focused on the promotion and management of the BBBEE Charter and SANWIT.**

Integrated and related Sub-Sector B-BBEE charter development by the Department of Transport

- **Key empowerment challenges – low levels of Black ownership; the inadequate representation of Black women with the workforce; and the low levels of skills of employees.**

Transport Sector B-BBEE Charter Council approved by the Cabinet in November 2014

- **Implement, monitor and evaluate progress of B-BBEE in the eight sub-sectors of Transport including**
 - **Aviation Sector (Domestic and Foreign)**
 - **Public Transport**
 - **Rail Sector**
 - **Road Freight sector**
 - **Maritime sector**

SANWIT was formed in 2005 and by 2007 the organization had defined its constitution. It was born out of a need to break the existing barriers for entry into the sectors and demystify existing myths.

Sanwit was launched in the Northern Cape Province in 2009. The focus is to target all women entrepreneurs and aspiring in the transport sector throughout South Africa. The aim is to strengthen the role of women in Transport. It was handed over to the Department of Transport Safety and Liaison in 2010.

VISION

Sanwit will champion and articulate the aspirations and socio-economic development of women in transport

MISSION

Sanwit will facilitate and promote opportunities to support, empower, connect and grow women in transport businesses

CORE OBJECTIVES

Encourage women to enter and succeed in the transport industry through:

- Facilitating enterprise development
- Networking and supporting women for success and growth
- Negotiation on behalf of members for wealth generation
- Lobbying(persuade) and Advocacy(promote/support) for policy environment that will support and enable the sustainability of women enterprise

The 2015 Women in Transport (WIT) Summit Ministerial Framework

- The then honourable Minister Dipuo Peters re-affirmed the need to remind ourselves where we come from
- Affirmed the responsibility to encourage women to enter and succeed in the transport industry.

The objective of the summit ;

- Galvanising the role of women within the transport sector
- Recognise the achievements of women in the transport sector
- Gain insight and solutions to expedite women empowerment and transformation within the transport sector.

The deliberations in this summit was tasked to result in the concrete plans on the participation of women in projects and to improve the representation of women at senior levels in all areas of the transport sector

SANWIT FUTURE ROLE

WAYFORWARD WITH WOMEN EMANCIPATION

- The resolutions and Clear actions for:
 - Advancing the radical economic transformation and emancipation of women, youth and people with disabilities through set-aside projects
 - Developing a five year programme of action which will be used as a monitoring tool
 - On the promotion and strengthening of SANWIT as the umbrella body for the other women formations within the industry.

Public Transport Purpose

To ensure the provision and regulation of safe, secure, reliable, cost-effective and sustainable public transport services in South Africa through legislation, policies and strategies.

Current opportunities

Implementation of Integrated Public Transport Networks (opportunities in contracts, station/depot management etc);

Participation in scholar transport contracts (through provincial education and/or transport departments);

Opportunities presented by the National Land Transport Act (Section 41), to negotiate PT contracts, and therefore push the transformation imperative, as part of these negotiations;

The PT industry has to transform, women must participate in decision making structures

Department has also developed a Cooperatives Model, aimed at assisting micro and owner/operator type of businesses, to assist with the mechanisms that will enable accessibility big PT contracts

Gaps Identified

- Participation in downstream public transport industries: fuel retail, spare parts and tyre companies, vehicle repairs Funding constraints in Public Transport, leading to delays in industry transformation;
- Procurement legislation and regulations (set asides);
- Low numbers of women taxi and bus owners; public transport services still dominated by males;
- In the taxi sector, the transfer of operating license from a deceased spouse to the surviving widow has proven to be a lengthy process.

1. Licencing , routes, allocation and entity regulations – operating licences moratorium in operating licences, route allocation:

- This is a challenge as the operating permits application was delayed due to the moratorium and the backlog which is still a problem because applications dating back to 2011 are still outstanding and no communication to this fact. We apply but later told the system rejected your application that approved by the same system and nothing is done about this.
- Members complain that they are rejected on routes that other players are operating on and told that they must join the taxi association as the routes belong to them.
- The encounter with the PRE was clear that SANWIT does not have routes therefore they must join the taxi associations of which they must pay.
- To obtain a temporary permit that costs R50.00 we have to travel 1300km from Namaqua to Kimberley.
- It is recommended that a satellite office is established in the Namaqua region for easy access in applying for permits.

2. Price Regulations and price setting mechanisms for all modes on transport

- SANWIT is not involved or invited to be part of these discussions of which they are directly affected as they also operate in this sector.
- Create adequate women representatives on discussion and debate on trade that impact transport
- SANWIT lobby for adequate women representation in all transport structure and businesses both owned government and private sector

The prices are set by the associations according to the distance and cost of fuel.

3. Allocation of operational subsidies and its impact on the competition (intra – inter model competition)

Regarding operational subsidies intra – inter model are not easily accessible as currently Prasa told SANWIT at the transport commission at Orlando Stadium that they do not have opportunities for the Northern Cape Province.

We want to become part of the rail transport even as shareholders.

Availability of subsidies for women be prioritized.

4. Transport planning challenges in the implementation of integrated Rapid Transport Networks

Advocacy and Recognition - Voices of women are not sufficiently heard when decisions are taken that affect them. There are not sufficient platforms Mechanisms & processes where women can effectively engage policy makers

Broadening, deepening and Strengthening women voices - Making sure that when women are represented they are represented across various areas, level and stages. Develop and capacitate a number of women that will represent and be voices of women in b For democracy to deliver for women, their voices must be heard on policy and regulatory issues that affect them at the local, regional and, increasingly, global level.

We are aware of the transport planning stakeholders meetings where the Integrated Transport Plans are discussed and finalised by the municipality and transport modes and local and districts form part of.

5. Transformation in the public transport assessment of the transformation level across the value chain

Women need advocacy champions where there are none at senior levels;
Existing advocacy platforms are weak and need to be strengthened;
Women are not sufficiently represented in relevant government and state-owned enterprises;
Capacity and political will to mainstream **women's economic empowerment** at senior levels of government is insufficient; and
Women's voices need to be heard in both private and public forums and at the most senior levels of government.
There should be flexible terms implemented by government in terms of impounding/repossessed taxi.

6. The impact in the BRT implementation on the renewal of taxi operating licences

The BRT system will be convenient for passengers who reside in smaller areas around Kimberley e.g. Postmasburg, Warentton, Winsorton, Barkley west etc. They come to Kimberley for shopping and some work here.

7. Access to finance for the taxi operators

Entrepreneurial finances support

We are struggling to get finance, only South African Taxi Finance can assist, but the interest rate is too high at 28%.

Services - Women business faces barriers and prejudices even though they have better credit payment record. Access to credit remains a challenge especially within smme

Improving access to finance - work with private sector financial service to remove barriers to access funding and to encourage further outreach to women and negotiate to “ring-fence” women business funding

Gender Budget analysis - negotiating, facilitating and ensuring allocation of budget for women Business Support from various Government institutions (NEF, SEFA, IDC etc)

8. Access to infrastructure and terminal facilities

Sustainability & access to business support –

Women have specific need and barriers that require specific Interventions. Mentoring and Coaching Support services from transport association to enter into this sector.

It is true that taxi ranks are owned by the municipality but the taxi association take over.

The Namaqua district is experiencing problems with the gravel roads, there are no proper taxi ranks, they are exposed to weather and being robbed by thugs.

The time schedule of bus operators are not flexible.

9. Contracting relating to bus operations – long term contracts which have not been subjected to competitive bidding for the long time

The bus operators have been operating on a month to month basis and its been for years now with the same licences.

As women we are interested in bus subsidies which must still go on tender for long term contracts. The competition on bidding is a challenge because the current bus owners have more knowledge on the tendering processes and experienced which is a disadvantage for women.

10. Commuters experience – waiting time, cost of public transport, walking distances to public transport facilities

Assistant drivers and marshals must be trained on customer care. It is a challenge for commuters to board a taxi that will go around looking for passengers whilst they are getting late for work. The cost of transport is the same for different distances and increase is crippling their budget. A struggle to get taxi when they knock off late from work because of the times of operations.