

U.T.A.F

United Taxi Association Forum
P.O. Box 1220, Extension 5, Eldoradopark
Fax: (011) 342 2416
Sell: 0828558270

MEMORANDUM

ATTENTION: MR JACOB ZUMA
PRESIDENT OF THE AFRICAN NATIONAL CONGRESS
LUTHULI HOUSE
JOHANNESBURG
2000

The following taxi associations have formed the abovementioned forum to object against the REA VAYA BUS RAPID TRANSIT (BRT). We therefore request your intervention.

DOBSONVILLE ROODEPOORT LERATONG JOHANNESBURG TAXI ASSOCIATION
(DORLJOTA) 2487 DRIVERS IN THEIR EMPLOY

GREATER KRUGERSDORP TAXI ASSOCIATION (GKTA) 1300 DRIVERS IN THEIR
EMPLOY

IVORY PARK TAXI ASSOCIATION (I.P.T.A) 2700 DRIVERS IN THEIR EMPLOY

BARA MEADOWLANDS TAXI ASSOCIATION (B M T A) 300 DRIVERS IN THEIR
EMPLOY

BARA CITY TAXI OWNERS ASSOCIATION (BARA-CITY) 700 DRIVERS IN THEIR
EMPLOY

ALEXANDRA TAXI ASSOCIATION (ATA) 6000 DRIVERS IN THEIR EMPLOY

JOHANNESBURG SOUTHERN SUBURBS TRANSPORT SERVICES (J S S T S) 500
DRIVERS IN THEIR EMPLOY

SOWETO TAXI SERVICES (S T S) 3000 DRIVERS IN THEIR EMPLOY

WITWATERSRAND AFRICAN TAXI OWNERS ASSOCIATION IN COOPERATION WITH
JOHANNESBURG TAXI ASSOCIATION (W A T A / J T A) 1900 DRIVERS IN THEIR
EMPLOY

BALUBEDA LONG DISTANCE TAXI ASSOCIATION
KAGISO JOHANNESBURG BARAGWANATH LENASIA TAXI ASSOCIATION
KRUGERSDORP ZEERUST LONG DISTANCE TAXI ASSOCIATION
LETLHABILE TAXI ASSOCIATION
MEADOWLANDS DUBE NOORD TAXI ASSOCIATION
MUNSEVILLE UNITED TAXI ASSOCIATION
NANCEFIELD DUBE WEST
ORANGE FARM UNITED TAXI ASSOCIATION
RANDFONTEIN TOEKOMSRUS TAXI ASSOCIATION
ZIMBABWE LONG DISTANCE TAXI ASSOCIATION
LERATONG RANDFONTEIN BARA TAXI ASSOCIATION
FARADAY TAXI ASSOCIATION
NONDWEN LONG DISTANCE
KAY LONG DISTANCE TAXI ASSOCIATION
SIZWE TRANSPORT
LAWLEY TAXI ASSOCIATION
DIEPKLOOF MEADOWLANDS TAXI ASSOCIATION
RULLTA TAXI ASSOCIATION
PHEFENI WESCOL TAXI ASSOCIATION

They must stop with the BRT and suspend all development until such time that if possible an agreement is reached with The United Taxi Association Forum and until the Minister of Trade and Industry has investigated the matter.

THE UNITED TAXI FORUM'S OBJECTIONS

1. The Taxi industry is presently implementing the National Government's Recapitalisation Programme and many taxi owners have purchased new vehicles and had to apply for credit to do so. If their taxi business is taken away the taxi owners won't be able to make the payment and they will be sequestrated. The owners of the Taxi Industry will be blacklisted and will never be able to obtain credit again and will therefore be forced to try and seek employment which is not available.


2. The Taxi Industry was the only industry during the apartheid's years to conduct business in black areas and where black people were allowed to do business on their own. The BRT system will take away the independence of the taxi owners.
3. The United Taxi Association Forum do not know how the BRT system will operate as it has never been properly explained of how each and every participant that has an interest in the Taxi Industry will financially benefit from the BRT system.
4. The Taxi Industry is taken as the nucleus of BRT was not consulted when the infrastructure of the BRT was started. They have had no input in the building of any roads, stations or the busses that have been purchased and is presently stored at Nasrec.
5. The Taxi Industry has never received any subsidies from the Government but the BRT system will receive such subsidies which is clearly unfair. The National Government should rather subsidise the Taxi Industry and grant them their own lanes to travel in which will improve the flow of traffic drastically.
6. The City of Johannesburg do not wish to declare where the money is coming from to finance the project and do not wish to inform the Taxi Industry of how they will be able to purchase busses which is much more expensive than a taxi.
7. The City of Johannesburg intend to force 575 Minibus Taxis to cancel their operating licences so that Phase 1 of the BRT system can be implemented.
8. The City of Johannesburg has clearly stated that they want the operators to withdraw their operations on BRT routes to prevent competition to the BRT system.
9. The BRT contracts will only be negotiated for 12 (twelve) years while the Taxi Operating Licences used to be for an indefinite period.
10. The City of Johannesburg ignores the present financial circumstances which are experienced all over the country and specifically where the motor industry has been affected negatively. They still expect the taxi owners who are affected to sell their vehicles although there will be no market for it or redeploy them on unaffected routes. The last option will create taxi wars and bloodshed as each taxi route has already enough taxis on the routes.
11. The City of Johannesburg ignored the moratorium on new taxi operating licences in terms of Rule 9 of Act. No. 2 of 1998 but invite people who do not have taxis and are not affiliated to any association and have been operating, and who are invading routes to negotiate with them to be included on the BRT system.
12. The City of Johannesburg expect the bus operating companies whom they will negotiate with to conclude contracts with to demonstrate to them that they can provide the required skills and expertise to operate the service to the standards required by the BRT system whilst for the past 2 (two) years when they were planning the system they never offered any training to anybody in the taxi industry neither did they invite any taxi drivers to attend driving courses to upgrade their taxi licences to bus licences (Code 10 and up).
13. The City of Johannesburg wants to have complete control over the bus operating companies as they will implement a card system whereby commuters will pay their fares and the company operating the card system will directly pay any agencies or banks which provided loans to the bus operating companies and therefore the bus operating

companies will not be able to control their own finances.

14. The taxi operating companies will be paid per kilometre and not per commuter which is contradictory to the system that is presently in use by the taxi industry whereby cars of full and owners earn per commuter.
15. It is common knowledge that South Africa have a high crime rate as well as a high unemployment rate. The BRT project will just increase the above as many families of the drivers and owners as well as other personal will have no income. If proper investigation is done it will prove that a taxi normally support a whole household and provide money for the children to be educated.
16. It is impossible that the busses will absorb all the drivers as one bus will have to provide work for 7 (seven) drivers which is not economically viable.
17. The cooking mommas who provide food for the drivers and passengers at the ranks cannot all of a sudden become cooks they will be unemployed because the only skill they have is to cook typical South African food.
18. This project can be compared to what is taking place in the formally known black townships where there were no malls and the public bought their goods for Spaza Shops. The malls have taken away the clientele of the Spaza shop and many people are without jobs as the shops in the malls cannot employ them because there are not so many working opportunities. The same will happen to the taxi industry and their personnel as all their routes will be taken away from them.
19. The taxi industry have always complied with the present government policy that the previous disadvantaged people and poor people should be assisted with an income. The BRT project will once again only uplift a few people and the poor will become poorer.
20. The Project must be finalized before the Confederation Cup and World Cup. It is our respectful submission that it is impossible to absorb all the people involved in the taxi industry in and around Johannesburg and they will not be given new jobs before then as there is no time to train them.
21. The United Taxi Association Forum **instructed that the steering committee** that was appointed on 14 December 2007 do not represent them and they do not have the authority to sign any agreements on their behalf. They failed their instructions to protect the business interest of our clients or to update them on development.

We await your urgent response hereto on or before 1st of April 2009.

Yours faithfully


RALPH JONES
24 MARCH 2009


RECEPIENT

U.T.A.F

United Taxi Association Forum

MEMORANDUM

THE CHAIRMAN
OPERATING LICENCING BOARD
JOHANNESBURG

Dear Sir

DOBSONVILLE ROODEPOORT LERATONG JOHANNESBURG TAXI ASSOCIATION
(DORLJOTA) 2487 DRIVERS IN THEIR EMPLOY

GREATER KRUGERSDORP TAXI ASSOCIATION (GKTA) 1300 DRIVERS IN THEIR
EMPLOY

IVORY PARK TAXI ASSOCIATION (I.P.T.A) 2700 DRIVERS IN THEIR EMPLOY

BARA MEADOWLANDS TAXI ASSOCIATION (B M T A) 300 DRIVERS IN THEIR
EMPLOY

BARA CITY TAXI OWNERS ASSOCIATION (BARA-CITY) 700 DRIVERS IN THEIR
EMPLOY

ALEXANDRA TAXI ASSOCIATION (ATA) 6000 DRIVERS IN THEIR EMPLOY

JOHANNESBURG SOUTHERN SUBURBS TRANSPORT SERVICES (J S S T S) 500
DRIVERS IN THEIR EMPLOY

SOWETO TAXI SERVICES (S T S) 3000 DRIVERS IN THEIR EMPLOY

WITWATERSRAND AFRICAN TAXI OWNERS ASSOCIATION IN COOPERATION WITH
JOHANNESBURG TAXI ASSOCIATION (W A T A / J T A) 1900 DRIVERS IN THEIR
EMPLOY

BALUBEDA LONG DISTANCE TAXI ASSOCIATION

KAGISO JOHANNESBURG BARAGWANATH LENASIA TAXI ASSOCIATION
KRUGERSDORP ZEERUST LONG DISTANCE TAXI ASSOCIATION
LETLHABILE TAXI ASSOCIATION
MEADOWLANDS DUBE NOORD TAXI ASSOCIATION
MUNSEVILLE UNITED TAXI ASSOCIATION
NANCEFIELD DUBE WEST
ORANGE FARM UNITED TAXI ASSOCIATION
RANDFONTEIN TOEKOMSRUS TAXI ASSOCIATION
ZIMBABWE LONG DISTANCE TAXI ASSOCIATION
LERATONG RANDFONTEIN BARA TAXI ASSOCIATION
FARADAY TAXI ASSOCIATION
NONDWEN LONG DISTANCE
KAY LONG DISTANCE TAXI ASSOCIATION
SIZWE TRANSPORT
LAWLEY TAXI ASSOCIATION
DIEPKLOOF MEADOWLANDS TAXI ASSOCIATION
RULLTA TAXI ASSOCIATION
PHEFENI WESCOL TAXI ASSOCIATION

U.T.A.F hereby request the members of the Operating Licensing Board to:

1. Not issue any temporarily permits to other vehicles but only to existing taxis to transport the public on existing taxi routes during the World Cup 2010, Confederation Cup, Cricket Matches.
2. Inform U.T.A.F. when anybody apply for bus permits on the BRT project at P.O. Box 1220, Extension 5, Eldoradopark, Fax (011) 342 2416 and sell no. 0828558270.
3. Confirm that nobody has applied up to date hercof for any bus permits to operate the BRT system.
4. Not to issue any permanent or temporarily bus permits to anybody or any company to operate on the BRT routes until the taxi industry has had the opportunity to oppose the application;

5. The taxi industry hereby opposes the current system of the replacement and transfer of operating licenses.

Yours faithfully


RALPH JONES
24 MARCH 2009

S. Buthelez
RECEPIENT

(HOD)
