



**Opening Remarks by the Honourable Deputy Minister of Transport,  
Ms Sindisiwe Chikunga (MP) on the Occasion of the SANTACO Workshop on  
Women Empowerment, at OR Tambo Airport, Kempton Park on 06 November  
2018**

## **Introduction**

Good morning ladies. It is a great privilege to be invited to participate in this very progressive and indeed empowering workshop.

We also wish to commend SANTACO for recognizing the important role that women must play in the transport sector.

It is indeed a very progressive step which we shall always support as government and as the department of transport.

It is even more important that we have come together as women today when different organs of society have come together to discuss various issues affecting women.

Women empowerment can never be more appropriate in this year that celebrates the centenary of Ma Albertina Nonsikelelo Sisulu who would have turned a hundred years old this year had she lived.

## **Ma Sisulu and women empowerment**

Distinguished guests,

Ma Sisulu's contributions to the realisation of our democracy can be best appreciated if all sectors of society promote gender equality.

The taxi industry has for all its existence been dominated by men. The participation of women in the industry has largely been through the passing of male spouses or parents.

This workshop is therefore right at the core of what Ma Sisulu stood for and sacrificed her entire life for.

Ma Sisulu shares this centenary with another great stalwart of our struggle Dr Nelson Rolihlahla Mandela who was a great champion of women emancipation and gender equality.

One must make reference to this statement by former comrade President Nelson Mandela when he made these remarks about development.

*It has been a fundamental feature of our policy for many years that ours could not be a genuine democracy unless the complete emancipation of women was an inherent part of any process of democratisation.*

Women empowerment is made more urgent today by the consistent and persistent calls for the radical transformation of our economy and our society in general.

And dare we say for the radical transformation of the taxi industry in so far as women participation is concerned.

### **Policy, Legislative, and Institutional Context of Women Empowerment**

The United Nations organization for Women has chosen the slogan “Planet 50/50 in **2030**” to drive action towards an equal world by **2030**.

Our constitution as a country emphasizes the need for equality of all before the law.

In its **Founding Provisions** the Constitution states the following values:

- a) Human dignity, the achievement of equality and the advancement of human rights and freedoms

b) Non-racialism and non-sexism

Programme Director,

The National Development Plan Vision 2030 is very clear about the necessity for the full participation of women in all spheres of society and the economy.

The NDP envisages a South African society that is democratic and prosperous by 2030.

To establish this society, it is an imperative of the NDP to overcome social and economic exclusions because they are causes as well as outcomes of poverty and inequality.

**Presidential Directive of 2015**

Programme Director, The Presidential Directive of 22 September 2015 specified that the economic sector, employment and infrastructure cluster Ministers must embed the empowerment of women in their departmental plans and expenditure.

The Minister in the Presidency who is responsible for women also has to monitor, evaluate and report on the implementation of this directive, on a regular basis.

**Women Empowerment in the Transport Sector**

Ladies,

Today we are discussing the empowerment of women in the taxi industry and thus naturally in the public transport industry.

We say that transport is the heartbeat for social development and economic growth.

Without the full participation of women in the transport industry both the social development and the economic growth we are talking about cannot happen.

We must mention however that as part of economic and social development we must have an efficient, accessible, safe and affordable public transport system.

To that end the Department developed an integrated public system with an integrated network as part of that system. The Department continues to develop effective means for the participation of the taxi industry.

However with your permission I wish to relate very briefly how SANTACO came into being and how it relates to development and empowerment.

### **History of SANTACO and Issues of Empowerment**

In 1995, the government established the National Taxi Task Team (NTTT) to realise a solution to the taxi violence.

However the NTTT went beyond this brief to look at issues of empowerment and development as much as safety and regulation of the industry.

The NTTT came with recommendation for the formation of a national structure to bring about unity within the industry to quell the violence and establish a structure that would be a voice of the whole industry.

The Team recommended that government must assist the industry on issues of empowerment and development.

It was to assist the industry in the entire value chain. However the Team also suggested that the industry could have substantial buying power if all came together and worked together.

It was thus through this process that SANTACO was conceived. In **September 2001**, born out of 34 taxi federal organisations and 3 national bodies SANTACO came into being.

Since 2001, the **eradication** of violence in the taxi industry started to happen.

Therefore ladies, the very birth of SANTACO was based on notions of industry development and empowerment although this did not necessarily specify the importance of women in the sector.

It is these workshops that must therefore carry that forward by ensuring that the most initial beneficiaries of the transformation of the industry are women.

## **Opportunities within the value chain**

### **Cooperative Model**

Distinguished guests,

It must be noted that the Department has taken issues of empowerment and industry development very seriously.

To that extent the Department continues to provide advice to SANTACO for purposes of developing the industry.

A cooperative model was been developed for the industry so that operators can take full advantage of the opportunities that exist within the transport sector and throughout its value chain.

Forming a cooperative is the best way of cementing the benefits of the buying power possessed. The cooperative can do repairs and can buy parts and spares in bulk and thus more cheaply.

It is exactly this situation that provides women with opportunities within the industry.

### **Integrated Public Transport**

Ladies,

These opportunities which could be targeted at women and youth are more importantly to be secured through improvements on the integrated public transport network in accordance with the **National Land Transport Amendment Bill**.

The amendments to the Land Transport Act Of 2009 will ensure that we bring the South African transport system into par with the world and the technology revolution that is unfolding.

It will further ensure that government consolidates systematically the transport function across the three spheres of government including a more effective rural public transport.

According to the National Land Transport Amendment Bill

Integrated public transport network means a system in a particular area that integrates public transport services between modes, including non-motorised transport (such as bicycles).

This includes **through-ticketing** and other appropriate mechanisms that may be implemented in a phased manner.

This is to provide users of the system with the optimal solutions to be able to travel from their origins to destinations in a seamless manner with integrated pedestrian access for all passengers.

It may also, in appropriate municipalities, include:

(a) Integrated rapid public transport networks, being high-quality networks of car competitive public transport services that are fully integrated regardless of mode, have dedicated right of way if road based, with or without bus rapid transit systems; and

(b) Bus rapid transit systems, which are high volume bus corridors served by an **integrated feeder system**.

It is thus clear that the taxi industry stands a great chance of growing better and much faster given opportunities that come with integration as this will need a developed and sophisticated feeder system for other modes of transport in the integrated system.

Integrating minibus-taxis into BRT networks will create greater connectivity and access at the city/metropolitan scale.

## **Challenges**

However, Programme Director, BRT services that are now operational in Cape Town, Johannesburg and Tshwane – and under development in other cities in the country – are confronting problems.

These problems stem in part from **apartheid legacies** of extensive spatial form that produce particular mass oriented travel patterns.

Other problems are more generic including difficulties with integrating minibus-taxis into BRT networks to create greater connectivity and access at the city/metropolitan scale.

It must be stated that along with the extensiveness of minibus services as the main mode of public transport, a growing recognition of these challenges is stimulating a policy-level shift in South Africa to encourage integrated public transport networks and “hybrid systems”.

These focus on the complementarity between **scheduled** services and **unscheduled** minibus operations, as well as innovations to improve, restructure and engage, rather than simply replace, minibus services.

We believe that SANTACO and South Africans broadly will participate fully with us in resolving these challenges.

There are today five types of emerging experimentations:

- i) Minibus operations restructuring initiatives embedded in the national Public Transport Network Grant (PTNG) framework
- ii) Minibus operations restructuring initiatives outside the PTNG
- iii) Minibus fleet and infrastructure improvement initiatives;
- iv) Professional development programmes for minibus operators and their employees; and
- v) Information and communication technology- mediated minibus improvement initiatives.

It can therefore be concluded that a broader and potentially promising policy shift away from a reform approach centred on minibus displacement and

replacement and towards a more holistic focus on integrated public transport systems with improved minibuss and bus services is being applied.

## **Taxi Recapitalisation**

Programme Director,

The Department has just recently completed its review of the taxi recapitalisation programme.

We also presented this to Cabinet, because Cabinet needed to know what the status of the programme is and specifically why the number of vehicles submitted for scrapping has gone down.

We should also mention that the scrapping contract that we had with a particular service provider came to an end in September and the Department is in the process of procuring another service provider.

We are working on the questions raised by the minibuss taxi industry regarding the size of the allowance. Discussions are still on between the Department and Treasury as this involves finances.

## **Industry Development**

We mentioned earlier that immense opportunity exists across the value chain of the public transport sector.

Strategic initiatives which aim to advance women, youth and people living with disabilities among others, include:

- The Transport Sector Broad-Based Black Economic Empowerment Charter which sets empowerment and gender equity targets for the transport sector to achieve;
- Skills development including the development of entrepreneurial skills
- Coaching and mentorship

As mentioned, benefits in the sector cannot be fully exploited if we work as individuals, but more can be gained as cooperatives because of better buying power.

Given the size and character of the public transport sector and the value chain that defines, it is important that women get skilled in the various disciplines required by the value chain.

## **SANWIT**

Programme Director,

We must mention that we have the South African Network for women in Transport, SANWIT, which remains an umbrella body for all women driven representation in the transport sector.

SANWIT was launched in 2008 with its constitution and business plan. It was set-up as a voluntary organization of public character not for gain with corporate personality, perpetual succession and legal personality distinct members.

### **Purposes of SANWIT are to:**

- Create an umbrella body for women in the transport sector;
- Encourage women to enter and succeed in the transport industry;

- Create a forum for women to network;
- Expose women to role models, coaches and mentors;
- Facilitate enterprise development;
- Provide capacity building and skills development; and
- Source economic and business opportunities.

## **Conclusion**

Ladies,

I hope that this workshop will certainly take the matters I have raised to heart and that SANTACO will continue to find ways of empowering women.

We also believe that SANTACO is best placed to protect women especially from the violence they are subjected to on a daily basis including in the public transport sphere.

Beyond this I want to wish you all a constructive workshop and hope that the workshop will help us find solutions to some of the challenges we face in the industry.

Thank you.