SUCCESSFUL INTEGRATION STRATEGIES FOR PUBLIC TRANSPORT 2005

26 & 27 JULY 2005
INDABA HOTEL, FOURWAYS, JOHANNESBURG

Register and pay for 4 people from your team and bring a 5th person for FREE!
Save over R6 000!

EXPERT SPEAKERS INCLUDE:

Lucky Montana, Deputy Director General
DEPARTMENT OF TRANSPORT

Nceba Ncunyana, Deputy Director : Engineering
AMATOLE DISTRICT MUNICIPALITY

Pascall Moloi, President & Chief Executive Officer
THE SOUTHERN AFRICAN COMMUTERS
FEDERATION (SACOF)

Tom Muofe, President
SOUTH AFRICAN NATIONAL TAXI COUNCIL

Reg Mutsi, Managing Director
SANTACO TRADING (PTY) LTD

Victor Baloyi, Head of Transport
eTHEKWINI MUNICIPALITY

Robert Mashego, Deputy President
SOUTH AFRICAN TRANSPORT AND ALLIED
WORKERS UNION (SATAWU)

Andre Harrison, Regional Manager
METRORAIL WESTERN CAPE

Bradley Coward, Managing Director
RIVERSTONE CONSULTING

Kerneels Olivier, Deputy Manager: Integrated
Transport Plan
CITY OF TSHWANE METROPOLITAN MUNICIPALITY

Chris Uys, Director
MOTSWEDI TLC

Dr Vaughan Mostert, Senior Lecturer: Department Of
Transport And Supply Chain Management
UNIVERSITY OF JOHANNESBURG

Dennis Baloyi, Acting GM: Transport
CITY OF TSHWANE METROPOLITAN MUNICIPALITY

ESSENTIAL BENEFITS YOU WILL TAKE BACK WITH YOU TO STRATEGICALLY PLAN AND DEVELOP THE PUBLIC TRANSPORT SYSTEM OF TOMORROW:

– Discussing the public transport challenge in South Africa and managing the future changes
– Creating a user-friendly public transport system for all
– Combining efforts to integrate the different modes of transport effectively
– Examining the aim of the Gautrain and how it will dramatically influence public transport
– Identifying the role of taxi and rail transport in the integration process
– Achieving a world class public transport system before 2010
– Facilitating the transition of the industry from the informal to the formal sector of transport
– Evaluating the benefits and role of the electronic management system (E.M.S.)
– Reinventing the overall image of public transport and creating a culture of public transport

WHAT DELEGATES SAID ABOUT IQPC’S PREVIOUS TRANSPORT RELATED CONFERENCES:

“Interesting and topical”
Director, KWAZULU NATAL DEPARTMENT OF TRANSPORT

“Really worth my while and overall highly commendable”
Head, CENTRE FOR EDUCATION IN TRAFFIC SAFETY, NORTHWEST UNIVERSITY

“Great it was a privilege to attend”
Legal Advisor, ARRIVE ALIVE

“Well organised”
Head, TRANSPORT PLANNING & DEVELOPMENT, BUFFALO CITY MUNICIPALITY

“Well organised and very informative”
Deputy Director Road Safety, DEPARTMENT OF COMMUNITY SAFETY

“Very good – it will ease my life at my workplace”
Manager, MATHABENG MUNICIPALITY

Register Today!  Call +27 11 669 5000  Fax +27 11 669 5069  E-mail: registration@iqpc.co.za  Website: www.iqpc.co.za
EDUCATION

DAY 1 26 JULY 2005

08:30 WELCOME AND OPENING ADDRESS BY CHAIR
Dennis Baloyi, Manager Acting GM: Transport
CITY OF TSHWANE METROPOLITAN MUNICIPALITY

09:00 A DEPARTMENT OF TRANSPORT PERSPECTIVE ON THE CURRENT STATE OF PUBLIC TRANSPORT

09:45 PERSPECTIVES ON THE INTEGRATION OF THE PUBLIC TRANSPORT SYSTEM

10:30 MORNING TEA/COFFEE

11:00 INTEGRATING THE DIFFERENT MODES OF TRANSPORT EFFECTIVELY TO ACHIEVE A SMOOTH TRANSITION FROM ONE TO THE NEXT

11:45 IMPROVING TRANSPORTATION SERVICES AND PRODUCTS FOR ALL COMMUTERS AND THE GENERAL PUBLIC

12:30 LUNCH

13:30 GAUTRAIN AS PART OF THE FUTURE INTEGRATED PUBLIC TRANSPORT SYSTEM IN TSHWANE - A LOCAL PERSPECTIVE

DAY 2 27 JULY 2005

08:30 WELCOME AND OPENING ADDRESS BY CHAIR
Dennis Baloyi, Acting GM Transport
CITY OF TSHWANE METROPOLITAN MUNICIPALITY

09:00 ESTABLISHMENT OF ETHEKWINI TRANSPORT AUTHORITY (ETA): A SOLUTION TO PUBLIC TRANSPORT?

09:45 COMMUTER RAIL IN THE WESTERN CAPE - UP AGAINST THE STOP BLOCK?
10:30 MORNING TEA/COFFEE

11:00 IDENTIFYING THE ROLE OF THE TAXI IN INTEGRATED PUBLIC TRANSPORT SYSTEMS

The taxi system that currently operates in South Africa must play a role in the integrated public transport system of the future. This is generally agreed across the major transport modes, but it raises two major problems:

1) The taxi system will be planned and operated to provide seamless travel for passengers. This implies a high level of formal organisation, including contracting and the operation of services according to those contracts. Today's taxi industry is firmly in the informal sector. What will be needed is to facilitate the transition of the taxi industry from the informal to the formal sector of transport so that it can contribute to the new integrated systems?

2) The small vehicle taxi will be used for feeder/distributor services to mainline bus and train. The effect will be that fewer taxis are needed than are on the roads today. Will this be acceptable to the industry?

It is desirable in the light of national policies on Black Economic Empowerment.

How will the R20bn black investment be safeguarded?

In this session Tom Mucole will discuss these problem areas and suggest how transport policy might be adapted to deal with them.

Tom Mucole, President
SOUTH AFRICAN NATIONAL TAXI ASSOCIATION

11:45 UNDERSTANDING THE IMPLICATIONS OF THE TAXI RECAPITALISATION PROGRAMME FOR YOUR ORGANISATION

Imagine our roads with smart new stylish minicabs, vehicles which produce minimal air pollution and which run on predetermined routes so as to avoid congestion. Vehicles offering a smooth and safe ride home to all sectors of the population. The first step towards making this vision a reality is the Taxi Recapitalisation Programme. The Department of Transport has been rigorously involved with the recapitalisation process over the past 5 years and the recent announcement of the seven year roll out plan has sparked enormous interest. This programme takes effect from 1 April 2003 and is an optional programme onto which each taxi owner may enrol. Reg Mutu will discuss the programme in detail and reveal the complete roll-out plan. In this session you will be:

- Discussing the Financial implications to taxi owner, commuter and government
- Addressing the benefits of the Electronic Management System (E.M.S.)
- Understanding a new work dispensation for drivers
- Probing the implications and the effects it will have on other Modes of transport

Reg Mutu, Managing Director
SANTACO TRADING (Pty) LTD

12:30 LUNCH

13:30 PLANNING STRATEGIES TO ENSURE SUSTAINABLE SUCCESS IN PUBLIC TRANSPORT

Think global and act local is the economist's plea. To choose the "quick fix" approach which suggests pouring R13nbillion just to ensure the World Cup 2010 runs smoothly and then be left with a structurally "white elephant" would be foolish. Scenario planning will enable you to cater for the World Cup 2010 and more importantly the long-term needs of South Africa's commuters into the future. Brad Coward will play out these scenarios from a bi-regionalism perspective - a term which suggests that all the possible variables which could have an influence on the transport system are to be investigated. This will ensure that South Africa can comprehensively plan for all the possible alternatives, and fully understand the potential pitfalls and avoid them.

- Accounting for all macro and micro influences
- Preparing a number of "what-if" scenarios to cover different possibilities
- Providing a methodology for predicting the best way forward
- Establishing measurement tools to assess success of the project

Bradley Coward, Managing Director
RIVERSTONE CONSULTING

02:15 NOVEL WAYS OF INTRODUCING USING NON-INTRUSIVE TECHNOLOGIES TO SAFEGUARD ROAD AND RAIL INFRASTRUCTURE, IMPROVE UTILITY, AND INTRODUCE BETTER BILLING METHODS

Central to public transport and its effectiveness is the infrastructure used. This is where the bulk of the investment lies. If infrastructure is not closely monitored, it can be unnecessarily damaged and its life drastically reduced. This means higher costs of maintenance and repair, which will ultimately be passed down to the commuter. Careful application of modern technology can help reduce wear and damage, and thus reduce infrastructure life-cycle costs. This session will focus on: Infrastructure damage is extremely costly, and needs better protection from damage.

- New technologies are available for insitu repair and reduce road and rail abuse
- On-line statistics can be effectively used to improve utility
- Help monitor the behaviour of offenders that damage road and rail.

Chris Uys, Director
MOTSWEDI TLC

03:15 CLOSING REMARKS BY CHAIR

03:30 CLOSE OF DAY 2

ABOUT OUR ENDORSER

Arrive Alive

The www.arrivealive.co.za website was developed to enhance road safety complement the efforts of the Ministry of Transport, the Arrive Alive Campaign as well as several international institutions who have contributed to road safety. On the web site there are a wide variety of road safety topics and some interactive functions – such as a discussion forum as well as the online submission of reports on bad driving!

For further information, please visit www.arrivealive.co.za

WHO WILL BE ATTENDING THIS CONFERENCE?

Infrastructure Finance and Development
- Directors: Infrastructure
- Engineers
- Heads: Transport
- Managers Air, Rail & Waterways
- Department Heads of Transport
- Road Systems Engineers
- Chief Transport Economists
- Managers: Infrastructure
- Head of Departments: Restructuring
- Senior Managers: Infrastructure
- Regional Managers
- Area Managers
- Chief Engineers
- Operations Managers

PEOPLE YOU WILL MEET AT THE CONFERENCE INCLUDE:

- Director Generals: Transport
- Deputy Director Generals
- Presidents: Transport
- Directors: Engineering
- Heads: Transport
- Managers Air, Rail & Waterways
- Department Heads of Transport
- Road Systems Engineers
- Chief Transport Economists
- Managers: Infrastructure
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- Senior Managers: Infrastructure
- Regional Managers
- Area Managers
- Chief Engineers
- Operations Managers

Traffic Digest

The Tshwane University of Technology through its Traffic Safety Division, is the only tertiary institution in South Africa that offers degree courses (B Tech and M Tech) to traffic practitioners. Currently we have approximately 1 000 registered students for these courses.

The Road Safety Division has decided to publish a quarterly magazine, the Traffic Digest, to complement its curriculum.

Within an academic environment such as the Tshwane University of Technology's Traffic Safety Division, the objective with this publication is to serve as a communication medium to convey, across a broad spectrum, information pertaining to traffic safety on an academic and expert level to students, as well as traffic practitioners in general on a national basis for the purposes of self-improvement and internal training within traffic departments.

The publication will also be utilised effectively as a two-way communication vehicle where students, lecturers and practitioners, as well as other interested parties, can debate issues of academic interest pertaining to road traffic safety and share information.

For more information, contact thayne@tlanic.net

Register Today! Call +27 11 669 5000 Fax +27 11 669 5069 E-mail: registration@iqpc.co.za Website: www.iqpc.co.za
**SUCCESSFUL INTEGRATION STRATEGIES FOR PUBLIC TRANSPORT 2005**

26 & 27 July 2005

Indaba Hotel, Fourways, Johannesburg

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**4 Easy Ways To Register**

**Fax** your registration form to (011) 669 5069 or 086 100 IQPC

**Phone** (011) 669 5000

**Online** www.iqpc.co.za

**Post** Private Bag X174

Bryanston 2021

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**Payment Policy**

In order to secure your registration, payment is due in full upon receipt of invoice.

**Confirmation**

Your registration will not be confirmed until such time as payment is received and may be subject to cancellation.

**Right of Admission**

IQPC reserves the right to refuse admission to the conference where evidence of full payment cannot be shown.

**Please note**

- The fee for attending this conference includes lunch, refreshments and detailed training course materials.
- By signing and returning the registration form, the authorising signatory on behalf of the stated company is subject to the following Terms & Conditions:

**Delegate Substitutions** — Delegate substitutions are welcome at any time and do not incur any additional charges. Please notify IQPC in writing of any such changes.

**Delegate Cancellations** — All delegate cancellations must be received in writing and are subject to the following conditions:

- for any cancellations received 7 working days before the start of a conference, IQPC will issue a 100% credit for the value paid to be used for up to one year from the date of issue for any future IQPC conference or training course.
- for any cancellations received less than 7 working days before the date of the conference, the full fee will be payable and no refunds or credit notes will be given.
- if a registered delegate does not cancel and fails to attend the conference, this will be treated as a cancellation and no refund or credit note will be issued.

**Transfers** — Transfer requests must be made in writing 7 days before the start of the event.

IQPC Substitutions

- Please note that speakers and topics were confirmed at the time of publishing, however, circumstances beyond the control of the organisers may necessitate substitutions, alterations or cancellations of the speakers and/or topics.
- As such, IQPC reserves the right to alter or modify the advertised speakers and/or topics if necessary. Any substitutions or alterations will be updated on our web page as soon as possible.

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**Delegate Cancellations and Postponement**

In the event that IQPC cancels an event, delegate payments at the date of cancellation will be credited to a future IQPC event. This credit will be available for up to one year from the date of issue. In the event that IQPC postpones an event, delegate payments at the postponement date will be credited towards the rescheduled date. If the delegate is unable to attend the rescheduled event, the delegate will receive a 100% credit representing payments made towards a future IQPC event. This credit will be available for up to one year from the date of issue. All refunds will be available for cancellations or postponements. IQPC is not responsible for any loss or damage as a result of a substitution, alteration or cancellation/postponement of an event. IQPC shall assume no liability whatsoever in the event this conference is cancelled, rescheduled or postponed due to a force majeure event, Act of God, unforeseen occurrence or any other event that renders performance of this conference impossible or impossible. For purposes of this clause, a force majeure event shall include, but not be limited to: war, fire, labour strike, extreme weather or other emergency.

**Please note**

- IQPC has a strict no refund policy.

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**Group Bookings and Discounts:**

- Register 4 delegates simultaneously and receive an additional 5th delegate place, absolutely FREE!
  
  **Save up to R 6,999!**

- Register 8 delegates simultaneously and receive 2 additional delegate places, absolutely FREE!
  
  **Save up to R 13,998!**

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**TO SECURE YOUR PLACE AT THIS CONFERENCE - PLEASE COMPLETE THE FOLLOWING:**

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**Postal Address:**

**Telephone #:**

**Email Address:**

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**FREE R0.00**

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**In order to secure your registration, payment is due in full upon receipt of invoice.**

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