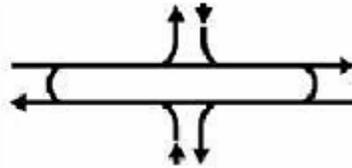


Pierre Joubert



pierre@sunpacer.co.za www.septua.co.za Cell 074 104 7547 Phone 041 453 0811
Fax 086 517 4699 PO Box 2884, NORTH END 6056 PORT ELIZABETH

2014-04-10

Open letter to

**The Hon Minister Pravin Gordham
Minister of Finance**

Re NMBM Infrastructure Funding - Integrated Public Transport System

Dear Minister Gordham

I write this ahead of your visit to the NMBM next week and trust you will have an opportunity to consider these points of view before any further discussion with NMBM officials

Re my earlier letter 2013-12-03, I thank you for your written and verbal acknowledgements. (links at www.septua.co.za)

But I do wish to say that it is disappointing that further interaction re my points of view have not taken place and that a substantial grant has again been given to NMBM, which everyone knows cannot be gainfully spent before end of June.

In doing this you relaxed some of your own stringent conditions for a roll over as reported in the press last year, including your demand for action on forensic reports and appointment of permanent department heads by a deadline that was not adhered to.

Your relaxation for NMBM is in contrast with the stern stance you took with Buffalo City, as reported in the East London press, Daily Dispatch some weeks ago "Flush out the criminals or lose your R700m grant"

As justification for relaxing your own stringent conditions it has been explained to me that even though existing service providers are blocking the new system, the Treasury and DOT position is that when they do come around, the infrastructure will be in place, so continued spending is justified.

My main argument which everyone tries to avoid is that the system is untested and the architecture is wrong. While the system is still not running the shortcomings are masked.

And I allege the people who should be controlling the decisions are struggling with how and what should be done. No-one has their arms around the entire system. It is out of control. So they scratch a little bit here and a little bit there, including quick wins and non-IPTS expenditures, with the main objective just to hurriedly spend the money while its there.

The pilot program was a total scam from the start, that proved nothing. Many people could see that, but Planners were allowed to play out the charade. Now they are preparing the next contract, which can achieve nothing more than the first, if the main log jam of taxi resistance is not first overcome. The negotiation that is taking place is among a small group and rumors are that under the table payments have/are being made to buy their cooperation

Therefore I repeat my demand that expenditure should stop and a high level judicial inquiry should be instituted into the entire failed system.

Of the many pages I have written and documents that can be quoted, the most applicable as of today is a local press report 2014-04-08 quoting the IPTS project manager, Adv Tshamase, which indicates just what I mean. He is overlooking some aspects of a BRT program and certain past decisions. As a legal officer he cannot be expected to make the technical decisions required of the person in his position, unless he has the support he needs from below, but that support appears not to be available. Comments re Adv Tshamase's statements are below.

I reiterate my demands to yourself to not provide further money but urge that the failure and non running of the system be investigated by an independant judicial inquiry instead

Yours faithfully

PIERRE JOUBERT

Metro might have to buy more buses

Rochelle de Kock
dekockr@timesmedia.co.za

THE Nelson Mandela Bay Municipality will have to decide if it needs to buy new buses to use on the Summerstrand route as the city's 25 articulated buses, which cost R100-million, are not suitable for the area's road infrastructure.

This was discovered during the Bay's Integrated Public Transport System pilot phase, which saw the buses operating on the Summerstrand route between January and November last year.

The buses, which are in storage, will not be used until the municipality finalises negotiations with the taxi and bus operators, Transbay, for another 12-month contract, after its one-year right of use agreement and pilot agreement expired in January.

A pilot phase feedback report prepared for the infrastructure and engineering portfolio committee, which was supposed to meet last week but did not because the council was in recess, states the bus fleet was not suitable

140408
for the kerbside loading infrastructure provided.

2 Yesterday, IPTS project manager Advocate Mhleli Tshamase said the buses were never meant to be used on the Summerstrand route. They were "low-floor buses" which meant some of the kerbs at the bus stops had to be adjusted to accommodate passengers in wheelchairs.

3 "The plan for Summerstrand was always to use regular buses, but we didn't have regular buses. We only had the articulated buses, so we used what we had. For the future we must use [other] buses."

Tshamase said city bosses would have to make a technical decision on whether or not the metro should buy new buses for the Summerstrand route or hire from a service provider.

4 Meanwhile, it emerged that the R6 500 monthly salary given to 43 former taxi drivers pulled off the Summerstrand route to be the bus system's ambassadors, was allegedly paid to the wrong people.

The municipality has said it is investigating the alleged mistaken payments.

The Herald 20 14-04-08

Comments re article quoting Adv Tshamase

1. The question of kerbside loading had been clearly put in open writing to the NMBM and others including Advocate Tshamase by Pierre Joubert. The Advocate cannot now make a statement as if this was a new discovery that needed a costly pilot programme to prove. That knowledge was there and available all along, before said pilot programme started.

2. Running the IPTS busses on the Summerstrand route was made part of the pilot programme in a effort to "pad" the programme as much a possible for show, when every one could see the artic busses with doors facing the road center were not suitable.

3. "So we used what we had". The Advocate is putting the cart before the horse. They did not run the busses with the object of providing the ultimate service, and thus had to compromise with "all we had", as he implies. They should never have run the artic busses to Summerstrand in the first place, but did it for said padding sake.

The Summerstrand route was to be an extension of the Khulani Corridor to be done as a later phase in the future. But like the Khulani corridor fell apart and has been swept under the carpet, the Summerstrand route needed to be designed before it could be commissioned, which it was'nt. The entire bus architecture and choices for NMBM needs to be re-visited before any more busses are bought, and where-ever it turns out single body busses should be used, maximum use of existing busses should be made before any new busses are bought.

4. Paying "salaries" to existing taxi drivers to stay off the road and become "ambassadors" for the IPTS is actually ridiculous and a distortion of BRT/IPTS objectives. What on earth are these ambassadors meant to do?? World wide where BRTs have been implemented existing operators were absorbed into the system as employees with better conditions etc. This is a labour stability plus feature in the creation and viability of BRT systems, but has not been achieved in NMBM.

Paying said "salaries" to the wrong people is further evidence of how far out of control the IPTS thing in NMBM is.

Comments by Pierre Joubert 2014-04-10

Website by Pierre Joubert <http://www.septua.co.za/>

Original letter and attachments

http://www.septua.co.za/gordham_files/dear_minister_gordham.pdf

http://www.septua.co.za/gordham_files/IPTS_not_act_of_parliament_main.pdf

http://www.septua.co.za/gordham_files/IPTS_not_act_illustrations.pdf

http://www.septua.co.za/gordham_files/Wasteful_expenditure_Fettes_road.pdf

http://www.septua.co.za/gordham_files/Wasteful_expenditure_Kempston_Rd_South.pdf

http://www.septua.co.za/gordham_files/Wasteful_expenditure_Theale_Street.pdf