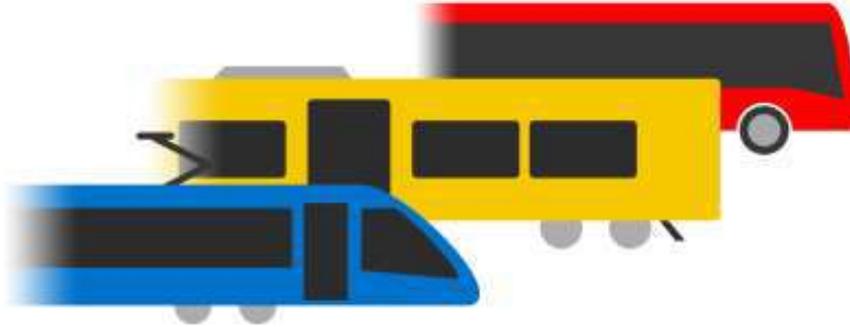


South Australian Public Transit Association



3rd Annual Report 2018-2019

**Integration is the key to a successful
public transport network**



**South Australian Public Transit Association
PO BOX 208 PARA HILLS SOUTH AUSTRALIA 5096**

Phone: 08 8266 6115 or 0438 600 202

www.sapta.org.au

Facebook: South Australian Public Transit Association

Annual Report 2017-2018

Executive Committee

President:	David Beres
Vice President	Geoff Grantham
Secretary	Mark Burchell
Treasurer	David Beres*

*- David Beres is currently holding dual roles as no secretary was nominated at the last AGM (2016) this is permitted under the SAPTA Constitution.

Non-Committee Members

SAPTA Website Coordinator:	Aidan Stanger
Membership Officer (until 20 August 2019)	Nicholas Benn

AIM: **Advocate the development of public transit within South Australia's transport network**

GOALS: **To educate, advise and advocate public transit within South Australia to the general public and its members**

To increase awareness of public transit

To enjoy social, fellowship amongst person of similar interests

To increase membership in order to promote succession planning

Cover photo: Seaford Interchange provides an example of how integration is the key to a successful public transport system. This interchange connects with buses to Noarlunga Centre, Port Noarlunga, Sellicks Beach, Willunga, McLaren Vale, and McLaren Flat. Photo by David Beres July 2019

INTRODUCTION

The main achievements for 2018-2019 were:

- **The President being interviewed on ABC Radio 891 about future light rail extensions**
- **Feature article about extension of Gawler Central line to Roseworthy published in The Advertiser**
- **Increase in the number of visitors to our meetings**
- **Increase in membership numbers**
- **Advocacy Action Plan 2019**
- **New larger room increased room hire cost**

ADMINISTRATION

The day to day banking is handled by David Beres and we have achieved a slight increase in the number of donations in room hire but we should remember a gold coin and dollar bills are appreciated at meetings because the committee remained very concerned at some members only contributing 5, 10, 20 cents. Two general meetings contribution which totalled \$20.20 and \$9.95 for both June 2019 and August 2019 general meetings.

We had one-member withdrawal from the membership and we had three new members join.

I take this opportunity to welcome Chris Andrews, Daniel Aubrey and Nic Waldie to SAPTA hope you enjoy participating in our association.

We thank Geoff Grantham to allowing us to use his PO BOX and collecting the mail on our behalf.

Nicholas Benn announced on 20 August 2019 his resignation of his Membership Officer (position vacant) we thank Nicholas for taking on the role of upgrading the SAPTA Facebook page as well as other membership associated activities such as designing, editing a You Tube Advertisement for SAPTA plus also the logo which is encompasses what we advocate. At the August 2019 general meeting the President presented Nicholas Benn an appreciation certificate. We wish him well.

ACTIVITIES 2018-2019

Interview on ABC 891AM.

The President was interviewed on 7 January 2019 in response to the following letter:

Dear Sir,

3 January 2019

The South Australian Public Transit Association commends the Opposition Spokesperson Mr Anthony Albanese (The Advertiser 3 January 2019) for continuing the light rail debate but would like to point out that light rail is not the panacea for transport problems in Greater Metropolitan Adelaide.

Some routes chosen by the former Labor Government (i.e. The Parade and Prospect Road) would travel on relatively narrow roads which personally as a bus driver I can attest to being clogged with car traffic because these roads have markedly increased traffic flows since prior to 1958 when trams last served along these corridors.

The reality is that light rail might seem a good idea in theory in practice along some corridors commuting times actually increase when they share it with other users on the road- a good example is Bridge Road Richmond in Melbourne.

Light rail works well when it is on reserved track and has traffic priority at traffic lights similar to the current Glenelg tramline to/from Glenelg.

However, it seems some people and planners have not realised that in some German cities and regional towns that light rail travels along existing suburban or intercity train tracks and then branches out to service regional cities and towns which provides much needed public transport to these communities to make them much more accessible and liveable.

Light rail has its place where it is cost effective to build and operate and where there is potential to attract new and existing users to it and carry heavy loads in peak and off-peak periods.

Adelaide should be proud to have Australia's first light rail system in Australia (i.e. Glenelg tramline) with its expansions over the years has yielded patronage increases and whilst most of its passengers are commuters it generates tourist and local traffic who travel to Glenelg to visit the beach every summer.

SAPTA urges the South Australian Government to introduce light rail where it is needed the most and hopefully extend the current system to form a City Loop as well as an initial extension to North Adelaide (up to the Piccadilly Theatre) which would revitalise not only City but also North Adelaide.

Kind regards

David Beres
President
South Australian Public Transit Association
PO Box 208
PARA HILLS SOUTH AUSTRALIA 5088
Contact Number: 08 8266 6115
Or 0438 600 202
3 January 2019

Permission granted to be edited

The interview provided an opportunity to elaborate on the letter and also to promote SAPTA and it looked like that that ABC Radio 891AM. We actually took a “middle ground approach” according to the announcer Ashely Walsh. The interview lasted one and half minutes, however it could have lasted longer if the interviewer had more time. We were also asked how we “lobby” and the President pointed out that we don’t do things on a knee-jerk reaction.

All thought the interview actually increased the amount of hits on our website and also Facebook page which has probably planted a seed in the minds of people possibly wanting to join SAPTA.

Feature article about extension of Gawler Central line to Roseworthy published in The Advertiser

The President wrote a letter to the Editor regarding the housing development to take place at Roseworthy which will include a major private high school with a primary school (R-12) which would increase the population of Roseworthy. The current population is over 1,200 persons and the new St Ives Development will increase population to over 10,000 persons.

The President’s letter pointed out to make use of the Rail corridor that is visible and to re-introduce rail services to Roseworthy, it was the plan of the previous Labor Government to do this.



A day after this letter was published on 7 January 2019, the President got a phone call from an Advertiser journalist who asked him a whole series of questions which the President pointed out that a shuttle rail service could operate initially between Roseworthy to Gawler station to make commuters connect with frequent trains to Adelaide, and eventually a full direct service from Adelaide to Roseworthy.



This free publicity ensured that SAPTA remained relevant and also at the forefront of the minds of journalists and also ensured that we could possibly increase our membership numbers if we are seen as a professional advocacy association.

Stephan Knoll's interview answers a lot of questions, but it also raises questions namely in relation to integration. January 1996 heralded the first of the privatised contracted bus services to commence in Adelaide, with the Outer North being operated by Serco.

Unfortunately, this meant also the integration was slowly being eroded because the bus system operates on a completely different radio communication channel and each bus depot is allocated a specific channel to operate on.

Prior to 1996 the radio communications channel was one system based at the Rail Control Centre at North Terrace which managed all of the then State Transport Authority's bus, train and tram system.

Train drivers could radio the control centre to inform them that the train they are driving is running late, and this led to integration because buses at many railway stations that had timetable connected services (i.e. feeder buses) were held back to connect with the train or whichever mode it was that needed connecting.

From 2009, public transport timetables withdrew connecting bus/train/tram times for a reason unknown to the South Australian Public Transit Association.

Today, Adelaide has an excellent integrated ticketing system (compared to Sydney which does not). However, the South Australian Public Transit Association believes that we should be innovative and make our public transport system that is Adelaide's own. However, bus and tram priority are lacking.

Many systems are talked about – Perth is an example – but the railway station spacings are higher than in Adelaide. If we had more station spacings it would actually lead to many inner suburban stations being closed down, which would upset many commuters.

Auckland is another example, but it has spent a lot of money on building extensive motorways. Last week Canberra improved its public transport system from a radial-based to a hub and spoke system because of the opening of their one and only (currently) light rail line north of the city.

Adelaide needs to improve its public transport and must also move with the times. That last real big timetable change was nearly 20 years ago when Adelaide Metro was formed and Go-Zones and Roam Zones were introduced.

We have to remember the Adelaide CBD is where most of the commuter's travel, to but we also have to understand that locals in suburban areas need cross suburban travel to get to and from appointments, and improved services in the middle and outer suburbs of Adelaide would possibly increase patronage.

Lastly, the South Australian Public Transit Association believes all interchanges in Adelaide should have wind breaks and adequate seating and improved directional signage and information provision that would reassure passengers that to change from one mode to another that their interchange is safe and welcoming. – **David Beres President South Australian Public Transit Association**

Increase in the number of visitors to our meetings

This year we actually increased the number of visitors coming to our meetings which meant that all those present, found time to introduce themselves to the visitors and also some of our visitors actually became members at the following meeting.

We thank those visitors who did come along to our meetings and visitors are always welcome at SAPTA general meetings.

Increase in membership numbers

In 2018/2019 we increased our membership numbers by three members taking the total number of members to 26. However, one member due to study commitment withdrew their SAPTA Membership.

We welcome the following members:

Chris Andrews, Nic Waldie and Daniel Aubrey

Welcome aboard: We hope you enjoy your ride along this sometimes-windy road of advocacy.

Advocacy Action Plan 2019

For our first meeting of the year (February 2019) we tried something different and asked members to contribute to the Advocacy Action Plan for 2019.

Most present mentioned the lack of relevant timetables at bus stops. Some members expressed concern about the general state of some railway stations and tram stops. Others expressed concern about the lack of enthusiasm the current state government has towards public transport both in the Greater Metropolitan Area and regional South Australia.

Following up at the meeting the issues were discussed at length at meeting and several letters to the minister were sent. The replies whilst not being enthusiastic followed the same format as previously that digital technology has somewhat superseded timetables at stops and stations which SAPTA continues to be vocal about the lack of concern by the State Government in understanding not everyone has in possession modern technology such as a Smartphone or Smart Tablet.

Membership Officer Vacancy

After five years holding the position of Membership Officer Mr Nicholas Benn decided on 20th August 2019 to resign from this position. Over the past five years he has achieved some notable outcomes:

- Videoed and uploaded a You Tube advertisement for SAPTA with the President doing the publicity in front of the camera
- Updated the SAPTA Facebook page
- Worked in conjunction with Aidan Stanger to gradually improve the SAPTA website.
- Helped the President understand what 'young people' think of public transport advocacy

The President, presented a Certificate of Appreciation for his five years of service at the August 2019 General Meeting and all those present gave him a round of applause for his excellent efforts and enthusiasm.

We wish him well in his future endeavours.

This means a Vacancy has arisen for a Membership Officer and we hope some of the newer or existing members maybe able to take up the challenges associated with this position. See the President or a Committee member if you are interested.

2018-2019 Meetings

Our meetings have continued to occur every two months and sometimes the week they are held are changed due to Easter, Anzac Day and also the Clipsal 500 (including Fringe and Adelaide Festival).

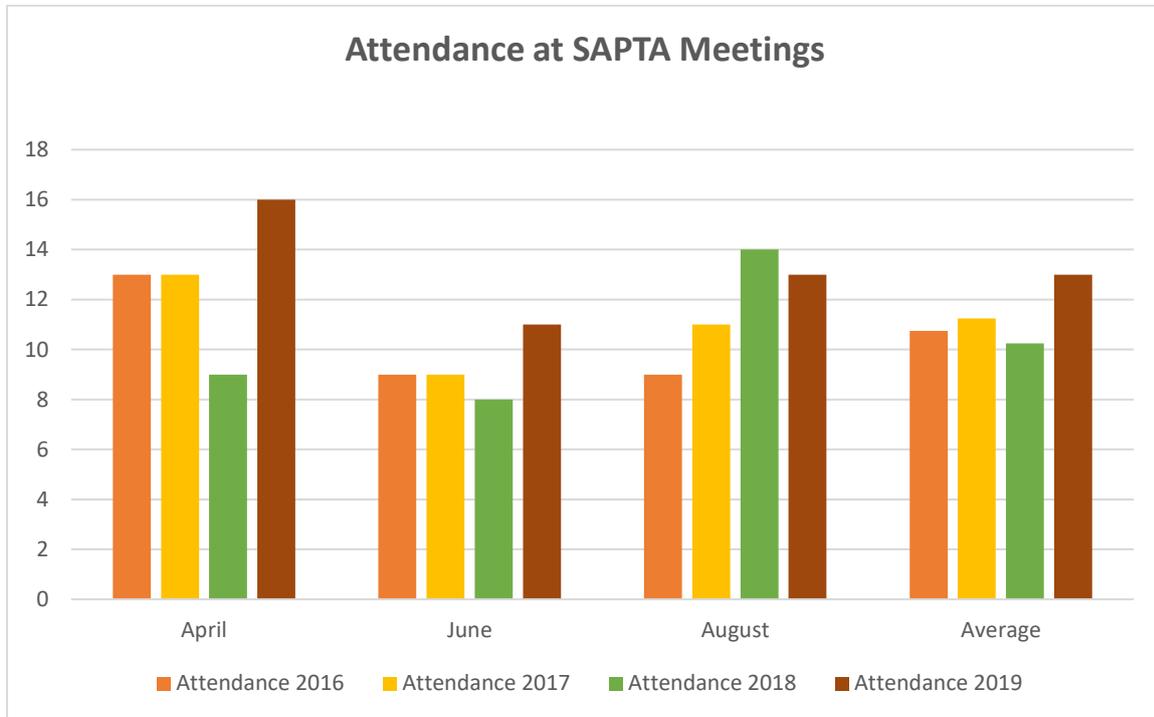
In October 2018 we gained one member join us, previously he was the President of the Tramway Museum, St Kilda and has provided a great mentor and providing sound advice to the President when there are challenges that SAPTA faces. This member is very converse in government policies and practices which helps the President understand why Governments do certain things.

However, in April 2019 we actually increased our membership number by another two members both of whom have extensively know3ledge of our public transport system both as an advocate and at the frontline.

Our Meetings were as follows:

- | | |
|----------------|---|
| October 2018- | John Devney (GTA Consultants) Adelaide Hills and Fleurieu Peninsula public transport plan. Mr Devney came along and asked for SAPTA's ideas on how to improve public transport and issues surrounding public transport usage in these areas. |
| February 2019- | Advocacy Action Plan 2019
Members provided ideas and solutions to what SAPTA can advocate regarding public transport in South Australia. |
| April 2019: | Aidan Stanger and Jodie Pearce presented the Tonsley Rail Line Options which had numerous ideas which the State Government had and also Ms Pearce pointed out that the State Government had not looked at issues surrounding the closure of Tonsley Railway Station. Members were confused in general about the numerous plans had for the Tonsley line and its rail alignment. |
| June 2019 | David Beres- due to popular demand Mr Beres presented a talk about Information Provision for the Information Technology Age and pointed out how printed material and public transport information centres still play a role in providing customers with information on a daily basis and several examples were shown. |
| August 2019 | Guest Speaker- Marketing Manager for Steamranger Mr Peter Michalik gave an interesting presentation about Marketing a Heritage Railway and showed that it needs to be innovative and also think outside the square to get those generation that don't like steam trains or trains in general. |

This financial year we achieved a record number of average attendances of 13 attendees compared to 10.25 the previous year. Reasons behind this has been an increased number of members joining- three in one year which is a so far, a record thereby needing to hire a much larger room. Our April 2019 yielded 16 in attendance.



We understand that not everyone can attend meetings but the committee has tried to make most members needs are catered for when it comes to choosing presentations. There has been an increase in visitors coming to our meetings increasing from an average of 1 person per meeting to at least 3. We were pleased to see those three visitors who came along to our meetings became financial members immediately after the meeting.

We thank those presenters for their help in educating our membership and hope you will continue to assist us in the future but we need more of you to give unique and interesting presentations- are you up for the challenge?

Advocacy Activities 2018-2019

As can be seen on the various page's advocacy continued to main activities SAPTA pursues on a regular basis. However, we don't do knee-jerk reactions unlike other groups and we put up constructive criticism. We also try and compare other cities to Adelaide when we put up our ideas and comments. This enables readers to think if other cities can do this why cannot South Australia or Adelaide.

Our association is still young in its years but its members experience is what ensures its voice is heard.

This year we postponed the Adelaide Suburban Railway Station Audit and Tram Stop Audit report till at least 2020 because of the President's work commitments but we are mindful that the current State Government does not have enthusiasm towards public transport as its predecessors did.

Part of the advocacy aims are quite simply we don't fight a fight we cannot win easily or convince those powers that maybe that something else could be done. We usually pick a good fight but, on many occasions, we chose not to do so.

Public Transport Developments in Adelaide and Interstate

September 2018

The State Government announced a review to identify consistently low patronage bus services that are in part or fully duplicated by existing train lines that provide a more efficient service.

January 27 2019 timetable changes

One of the largest changes to timetables occurred when the State Government fulfilled part of the above commitment and the changes that occurred to 40 timetables was across most bus contract areas (East-West, North-South, Outer North-East, Outer North and Outer South). Tram services were not affected nor were Hills bus services.

Changes that occurred to buses were as follows:

Frequency reduced and removal of the Go-Zone along Port Road because Port Road now has a bus service every 20 minutes on a weekday daytime service compared to previously every 15 minutes (Go-Zone standard).

This meant that bus routes 150 (City to Osborne via Port Road and Fletcher Road) in the interpeak (9am to 3pm) was reduced from every half hour to hourly. The reason given is that the nearby Outer Harbor Line is conveniently located however SAPTA did research and found the following:

Bus Stop	Nearest Station	Walking Distance
Stop 21 Port Road	Woodville	600 metres (8 mins)
Stop 25 Port Road	St Clair*	700-900 metres (9-12 mins)
Stop 27 Port Road	Cheltenham	700 metres (9 mins)
Stop 32 Port Road	Alberton	650 metres (8 mins)

*- Also nearby stops at St Clair Railway Station for infrequent J8 (Arndale to Marion Shopping Centre via Morphett Road and Adelaide Airport) service.

However, the route 333 (Osborne to Port Adelaide via Military Road and Semaphore) has been cut back to only operating in weekday peak periods thereby cutting the historic public transport link between Port Adelaide and Semaphore.

Route 350 Largs Bay to West Lakes (via Victoria Road) was withdrawn due to low patronage even though it was cut five years ago it made a short reprieve from the previous State Government at the time.

In the Outer North the Elizabeth Station to City service via Main North Road has been reduced to becoming a feeder service to/from Mawson Lakes Interchange at non peak times. Bus drivers indicate a significant drop in patronage on this service and that passengers now catch either bus routes 228 (Smithfield Interchange to City via Main North Road) or a train to/from City at Mawson Lakes Interchange or bus route 222 (City to Gepps Cross via Main North Road).

Several Outer Southern bus services had services cut also and this meant that Commercial Road Port Noarlunga no longer has frequent bus services during the evenings Bus Stop 80-84 there is no bus services along that corridor. All McLaren Vale, McLaren Flat, Aldinga and Willunga Services now terminate at Seaford Interchange instead of Noarlunga Centre

Other services enabled the J1 (Glenelg to Elizabeth via Adelaide Airport, O-Bahn and Golden Grove) to travel via the Lyell McEwin Hospital and some other services had early morning and late services withdrawn due to poor patronage.

Two-set railcars are now utilised on the Grange line at all times with the exception of special events and group bookings. However, weekdays after the AM Peak till approximately 1:30pm and alternative services a single railcar will operate along the Belair Line history repeating itself.

Two-set railcars on the Belair line are utilised at other times because of the high number of bikes carried on this line.

AFL Adelaide Oval Express services were reduced in the number of services provided where already a high-frequency normal Adelaide Metro services existed. Many AFL Adelaide Oval Express services started later because of this new arrangement.

These timetable changes that occurred in January 2019 meant that the State Government will save approximately \$3.5 million per year.



Above: January 2019 changes were promoted more effectively by giving a reason for the changes and alternatives shown. This is one simple way the State Government is reducing the amount of public transport timetables that are printed each year. Photo by David Beres.

April 2019

The Government announced its intention to continue outsourcing of the whole bus network in two phases:

Phase One: Outer North, Outer North East and Hills

Phase Two: North-South, East-West and Outer South

In May 2019 the State Government announced its intention to outsource the tram and train network by the end of 2020. However, Phase two on the bus tender round included the tram network in the North-South bus contract area.

Successful tenders will be announced between November and December 2019 and services to commence in July 2020.

SAPTA wrote some letters to the editor that weren't published pointing out that the community are misled (and indeed some of our SAPTA members are also) by the word privatisation and outsourcing. We pointed out like for the past 23 years successive governments have outsourced the bus system in Adelaide which means the government retains control of planning (with the assistance of operators), keeps the assets associated with buses (i.e. depots, bus fleet, bus stops and interchanges), and the government retains control of the fare system and structure and pricing. Outsourced companies lease the buses and depots from the State Government

Privatisation is the government literally selling of all assets including the buses, bus stops, bus depots and not setting fares and fare structures. This happened to the UK Rail Network and ETSA in South Australia.

SAPTA's position about outsourcing is we will not be commenting until the successful bidders have been announced and we wish all potential bidders the best of luck and we look forward to a more integrated public transport network.

June 28 2019 changes

On the day of our June General meeting the last train terminated at Tonsley to make way for the Flinders Link proposal and this meant that the Tonsley line now terminates at Clovelly Park instead of Tonsley. By the end of 2020 the rail line from Clovelly Park will be extended 600 metres south to a new station called Flinders which it is hoped has a bus/rail interchange with integrated timetabling of services for both bus and train to enable the long steep walk to either Flinders Medical Centre or Flinders Medical Centre be somewhat easier for passengers (i.e. hope they get a connecting bus service to take them to both of these locations).

July 2019 changes

The upgraded King William Street City South track and tram stop opened and provides accessibility to all.

Plus, real time information appeared at various city, suburban and tram stops.

Various driverless buses commenced in Adelaide based in Glenelg, Munno Para and Elizabeth Vale.

Australia's first driverless suburban train commenced in Sydney on 26 May 2019 and operates from Chatswood to Tallwong in the north-western suburbs. Its top speed is 100kph and in peak periods it operates every four minutes and every 10 minutes at other times. Satisfaction of the service is at 95% and patronage is around 66,000 per weekday.

Other planned driverless Metro's are for the Bankstown line linking up with the North Shore line via a new underground tunnel under Sydney Harbour and will have stations at Pitt Street, however the Western Driverless metro will take on a route near the Pyrmont, Sydney Olympic Park and Bay Precincts, it will only travel from Sydney to Westmead.

The development of on-demand bus services seems to be increasing a popular new form of public transport mode for governments and operators alike. Newcastle Transport (Keolis Downer) was the first operator start operating these types of services with services in the outer suburbs of Lake Macquarie area is being expanded to soon encompass some inner and middle suburbs of Newcastle.

It was only just announced that an On-Demand ferry would operate from Barangaroo and the Sydney Fish Markets, Blackwattle Bay and Pirrama Park

They call these type of public transport services- Mobility as A Service (MaAS).



Above: The New below road surface Oaklands Railway Station opened in May 2019 thereby eliminated a notorious railway crossing which used to delay cars and buses every 5 minutes. Photo by David Beres

OPENING BALANCE	SEPTEMBER 1st 2018	\$2,901.95	
DATE	TYPE	\$	RUNNING TOTAL
		-	
20/09/2018	Peterborough Tour Expenditure	\$1,243.00	\$1,658.95
22/10/2018	Christmas Cruise Income	\$57.00	\$1,715.95
22/10/2018	Christmas Cruise Income	\$57.00	\$1,772.95
22/10/2018	Membership 2018/2019	\$20.00	\$1,792.95
6/11/2018	Christmas Cruise Income	\$57.00	\$1,849.95
6/11/2018	Christmas Cruise Income	\$57.00	\$1,906.95
6/11/2018	Membership 2018/2019	\$20.00	\$1,926.95
7/11/2018	Christmas Cruise Income	\$57.00	\$1,983.95
10/11/2018	Christmas Cruise Income	\$57.00	\$2,040.95
10/11/2018	Donations	\$11.00	\$2,051.95
10/11/2018	Membership 2018/2019	\$20.00	\$2,071.95
10/11/2018	Membership 2018/2019	\$20.00	\$2,091.95
16/11/2018	Christmas Cruise Expenditure	-\$564.00	\$1,527.95
23/11/2018	Christmas Cruise Income	\$57.00	\$1,584.95
23/11/2018	Membership 2018/2019	\$57.00	\$1,641.95
10/12/2018	Room Hire 2018/2019	-\$225.00	\$1,416.95
1/02/2019	2018/2019 Membership Collected at AGM	\$119.00	\$1,535.95
1/02/2019	August 2019 Meeting Donations	\$66.25	\$1,602.20
1/02/2019	October 2019 Meeting Donations	\$26.50	\$1,628.70
7/05/2019	Membership 2018/2019	\$20.00	\$1,648.70
7/05/2019	Membership 2018/2019	\$20.00	\$1,668.70
4/06/2019	Pichi Richi Tour Income	\$350.00	\$2,018.70
11/06/2019	February 2019 Meeting Donations	\$38.00	\$2,056.70
11/06/2019	April 2019 Meeting Donations	\$31.60	\$2,088.30
1/07/2019	Larger Room Hire	-\$180.00	\$1,908.30
1/07/2019	Supper	-\$17.00	\$1,891.30
24/07/2019	Refund for Pichi Richi Tour	-\$350.00	\$1,541.30
23/08/2019	June 2019 Meeting Donations	\$9.95	\$1,551.25
23/08/2019	Membership 2018/2019	\$20.00	\$1,571.25
26/08/2019	Membership 2019/2020	\$30.00	\$1,601.25
28/08/2019	August 2019 Meeting Donations	\$20.20	\$1,621.45
28/08/2019	Supper and Stationery Expenses	-\$30.00	\$1,591.45
CLOSING BALANCE	AUGUST 31 2019		\$1,591.45

Comments

Our finances have declined in the past couple of years mainly due to increased expenditure in relation to tours but our main expenditure which was necessary was our room hire.

The increased expenditure to our room hire was necessary due to safety issues and all members were happy with the result.

The expenditure means that compared to the previous two years before in which we paid \$225.00 it is now \$525.00 which as members you get a much larger room, tea/coffee marking facilities use of a PowerPoint Projector and Lap Top.

However, the deficit the year was much higher than expected however whilst we are grateful for donations the committee is introducing a \$2.00 or more donation for each meeting to offset the cost of the room hire and supper provided.

We thank Geoff Grantham, Laura Beres and David Beres for supplying the supper for the various meetings we had during the year.

While our assets are dwindling year by year, the committee introduced an increase to our membership fees from \$20.00 to \$30.00 hopefully this will offset some expenditure.

David Beres

Acting Treasurer



Above: Citatis Number 201 stops at South Terrace Tram Stop before it heads to Glenelg and the bus stop next to the tram stop is for the Inner Northern suburbs of Adelaide (206/208- Northgate and Paradise Interchange via Galway Avenue). Photo taken by David Beres July 2019

Outlook for 2019-2020

- Commencement of suburban railway station audit subject to the help and assistance from members.
- A clear understanding by SAPTA members that room hire now makes up a large proportion of our expenditure necessitating an increase in their membership fees and also \$2.00 or more donation at each general meeting.
- Organising a half day or full day tour
- An extensive 2020 SAPTA Membership Survey being conducted
- Continued advocacy and educating the general public that public transport and its associated infrastructure must be clean, efficient, frequent, punctual and user friendly for all.
- Continued submissions to inquires and draft public transport and land use development plans (which highlight public transport changes).
- Appointment of a membership officer who will need to work with the SAPTA Website coordinator Aidan Stanger
- Appointment of a new membership officer who will work with the Internet Site coordinator to revitalise and improve the SAPTA's webpage. The Membership Coordinator will be required to explore other avenues on how SAPTA can increase its membership numbers in order to promote succession planning.
- Encourage SAPTA members to join the committee and help with other associated activities such as advocacy, planning of tours.

Final word

The challenge of being a public transport advocacy group can be gauged as to how your letters to the editor are accepted or rejected.

The President took the unusual step of posting on both the Transport Minister's and Opposition Leader's Facebook pages our letters to the editor which enabled more 'likes' on our Facebook page and visits to SAPTA's own webpage.

SAPTA is here for the long term no matter what and we will not disappear when we see a government that is very supportive of public transport only to return and rise from the ashes when a government that is not very keen on public transport. This is not our association and nor should it be.

Our competitive advantage has been that we are non-party-political and we are very successful in increasing our membership base.

Our challenges are like what was mentioned last year is to remain relevant observe and analyses new public transport developments and whether we like to admit or not that new technology is forming the way we use public transport.

It up to each individual member to help SAPTA achieve its aims and objectives otherwise it will suffer from a decrease in membership enthusiasm coupled with less members renewing their membership.

My appreciation goes out to all of our SAPTA membership and associates and the committee who have guided me as a President in difficult times. I thank my loving wife who keeps me on the straight and narrow and makes me focus on that family comes first and then my hobbies.

Lastly let me thank the Minister of Transport Stephan Knoll who has shown patience towards me at times when I am either too enthusiastic or too forward in my opinion. The Department of Planning, Transport and Infrastructure and its associated public transport providers and staff who work day in day out to provide a public transport system which can be at times difficult to maintain.

Let me thank the Leader of the Opposition and his Chief of Staff who has helped me understand that public transport is more than just numbers and people its about how effectively we can operate a public transport service for South Australian's whether they are in the City or in the country.

To all of you out there who read this report let us take up the challenge and help one another and the SAPTA committee achieve its aims and objectives and whilst those who sit on the fence don't know what to do. We can always need your help and one day you might be asked to help out- is everyone up to the challenge because

TEAM WORK MAKES DREAMS WORK

