

**B7/16**  
**No: 6**

**Our ref:** South African Metered Taxi Forum (SAMTF)  
**Your ref:** Ms DikelediPhillistusMagadzi  
**Date:** 30 June 2016

**Ms DikelediPhillistusMagadzi**  
**Chairperson of the Portfolio Committee on Transport**  
**Parliament of the Republic of South Africa**  
**120 Plein Street**  
**Cape Town City Centre**  
**Cape Town**  
**8000**

**By E-mail: [vcarelse@parliament.gov.za](mailto:vcarelse@parliament.gov.za)**

Dear Madam,

**RE: THE SOUTH AFRICAN METERED TAXI FORUM (SAMTF) COMMENTS ON THE NATIONAL LAND TRANSPORT AMENDMENT BILL PUBLISHED ON 3 MARCH 2016**

1. We refer to the recently tabled National Land Transport Amendment Bill which is designed to transform and restructure the National Land Transport System and make significant contributions towards a safer, accessible, efficient and effective public transport service in the Republic of South Africa.
2. As written comment on the Bill is invited until 30 June 2016, we attach hereto the South African Metered Taxi Forum's (SAMTF) comments to the proposed amendments in the National Land Transport Bill.
3. We wish to make it clear, however, that our doing so does not imply acceptance by SAMTF of the Amendment Bill nor of the National Land Transport Act of 2009 itself.
4. We hereby also humbly request an audience with yourself and the Portfolio Committee on Transport to make oral representation on the SAMTF's comments to the National Land Transport Amendment Bill. This is crucial as it will provide the context for the basis of our comments.

5. Any enquires are to be directed to Mr Reuben Mzayiya, the Forum's spokesperson, at 0829709238
6. We trust that you will find the above in order and we look forward to your prompt response.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'O Magano', with a horizontal line drawn underneath the name.

Mr Oupa Bogosi Magano

Spokesperson of the South African Metered Taxi Forum (SAMTF)

**SUBMISSION TO:**

**THE PORTFOLIO COMMITTEE ON TRANSPORT**

**DATE: 30 JUNE 2016**

**REF: THE SECRETARY OF THE PORTFOLIO COMMITTEE ON TRANSPORT**

**MS VALERIE CARELSE**

[vcarelse@parliament.gov.za](mailto:vcarelse@parliament.gov.za)

Dear Sirs & Madams,

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**RE: THE SOUTH AFRICAN METERED TAXI FORUM COMMENTS TO THE NATIONAL  
LAND TRANSPORT AMENDMENT BILL, 2016**

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**INTRODUCTION**

1. The National Land Transport Act (the Act) came into operation in 2009 and repealed the National Land Transport Transition Act of 2000. The Act was enacted in some haste to implement the Public Transport Strategy and cater the introduction of bus rapid transit (BRT) and other arrangements for 2010 FIFA World Cup. The Parliamentary Portfolio on Transport expressed the view when passing the Act that it should be revised in a shorter term.
  
2. The main reasons for the amendment Bill are as follows:
  - 2.1. Contracting arrangements for public transport services are revised, such as expanding the powers of the Provinces to undertake new contracts;
  - 2.2. The administrative arrangements for operating licences (OLs) are streamlined;
  - 2.3. Provisions for accessible transport & NMT are made;

B.A.

- 2.4. To cater for new developments e.g. electronic hailing of taxis;
  - 2.5. Minister's powers to make regulations is expanded;
  - 2.6. To cater for problems & issues that have arisen since 2009; and
  - 2.7. Consequential amendments are made and errors are corrected.
3. The portfolio committee on transport has called for comment on the recently tabled National Land Transport Amendment Bill. The bill was tabled in parliament in April 2016, after the Cabinet had approved same.
  4. The Cabinet described the proposed legislation as designed to further transform and restructure the National Land Transport System and further contribute to a safer, accessible, efficient and effective public transport service.
  5. The proposed legislation also intends, inter alia, providing for non-motorised and accessible transport, bringing the act up to date with recent developments, providing for powers at the provincial level to conclude contracts for public transport services, expanding the powers of the transport minister to make regulations and introduce safety measures and prescribing criteria and requirements for municipalities to enter into contracts for public transport services.
  6. Written comment on the Bill is invited until 30 June 2016.
  7. This document comprises the comments of the South African Metered Taxi Forum (SAMTF) to proposed amendments in the National Land Transport Bill.
  8. The SAMTF was formed with the view to assist in the formalization of the metered taxi industry at a National Level. Its main aim is to ensure that metered taxis comply with all the legislation affecting the taxi industry.
  9. The SAMTF represents the metered taxi industry in all national activities that affect the industry including, but not limited to, interaction with the Ministry of Transport concerning all matters that are related to the taxi industry.

B, A.

10. The SAMTF would like an opportunity to address the Portfolio Committee on Transport.

## COMMENTS

### Amendment of section 1

**1. Section 1 of the National Land Transport Act, 2009 (herein after referred to as the principal Act), is hereby amended**

**(a) by the insertion after the definition of "adapted light delivery vehicle" of the following: " 'association' means a group of operators (a) which has been formed not for gain; (b) whose object is to promote the interests of its members, and (c) whose funds are to be applied in promoting those interests;"**

- 1 The associations definition should also cater for metered taxi services that have been incorporated as companies.
- 2 There must be a clear distinction between shuttle services and metered taxis.

### Amendment of section 5

**section 5 of the Principal Act is hereby amended by the deletion in subsection (4) of the word "and" at the end of paragraph (i), by the addition of the word "and" at the end of paragraph (j) and by addition of the following paragraph (k) promote measures to ensure the safety of pedestrians and all forms of passengers using public transportation by means of regulations or the publication of guidelines or standards or through other measures.**

- 3 Section 2 of the amendments – (i) to be in *italic*.
- 4 Parliament must find a way to ensure compulsory branding as it is part of security. It must be specifically mentioned as currently the metered taxis are not easily identifiable.
- 5 Parliament must also provide for roadworthiness of all modes of transportation to ensure the overarching principle of safety.

### Amendment of section 8

**is hereby amended (c) by the substitution in subsection (1) for paragraph h for the following paragraph:**

**(h) color coding and branding of vehicles where national uniformity is required.**

- 6 Operator's applications must be linked to security clearances. Local and foreigners bear the costs of acquiring such security.
- 7 Compliance with targeted categories at national level must take place.

B.A.

- 8 The forum also objects to the presence of “3 wheelers” and “tuk tuks” as being incorporated within the act as they do not conform to safety regulations.
- 9 The code of conduct for foreign drivers needs to be catered for as the current PDP only addresses a situation in South Africa. It does not cater for any international background checks. This situation needs to be addressed.

**Amendment of section 8**

*(y) requirements and time frames for vehicles and facilities to accommodate the needs of targeted categories of passengers, including the provision of minimum standards required in any aspect of the public transport network to achieve that objective, and requirements for planning authorities to produce universal access plans for all modes of transport and safety measures to protect pedestrians and passengers*

- 10 The SAMTF requests that color coding of metered taxi can to address the challenging of uber and other e-hailing apps.
- 11 Branding is to be compulsory and should not only be in instances of national uniformity so accordingly, there should be a removal of the national uniformity requirement.
- 12 There is a need for branding so as to ensure security and safety and so that law enforcement can identify public transport providers through branding.
- 13 Branding should be compulsory not only at provincial level but must apply to all public transport vehicles nationally. The branding is to be registered with the regulator. So there cannot be instances where branding is identical. In instances where someone is seen with an unregistered vehicle, it will be a criminal offence.

**Amendment of section 10**

*(eA) colour coding and branding of vehicles used for public transport in the province should be subject to regulations made by the minister in terms of section 8(1)(h)*

- 14 All of the above must apply at provincial and national levels. This is because the current function is limited to only provincial level.

**Amendment of section 11**

*(d) (xiv) ensuring that the needs of special targeted categories of passengers in planning and providing public transport infrastructure, facilities and services to meet their needs in so far as possible by the system provided for mainstream public transport.*

B, A.

15 In (d), in catering for people with disabilities, this gives rise to the point that this should apply across the board to all modes of transport.

**16 (f) *Formulating and applying travel demand measures***

17 In (f), it must be a comprehensive travel demand management to cover all modes of transport, as metered taxis are not part of integrated transport plans.

**18 (g) *Determining concessionary fares for special categories of targeted passengers.***

19 In (g), concessionary fares are to apply across the board and to all modes of transport.

20 These fees must be clearly defined as well as the inclusion of midi and mini buses.

21 It is at a municipal level and must apply at provincial and national levels.

**Amendments of section 13**

***by the deletion in subsection (1) of word "and" at the end of paragraph (d) the addition of the word "and" at the end of paragraph (d)***

22 The Intermodal planning committee must include metered taxis; they must feature in planning as their rights are affected.

**Amendment of section 18**

***by the substitution for subsection (1) of the following subsection:  
(1) A municipality to which the operating license function has been assigned under section (11)(2)***

23 Implications for metered taxis as they always fall outside a municipality, there is a need to clarify if this amendment so as to provide jurisdiction to operate in different areas.

24 This is because of the nature of the business which requires the metered taxis to travel across the country.

25 If municipality cannot issue operating license and the metered taxis are not afforded the benefit of applying for an operating license closer to home or the metered taxis may want to be treated as vehicles for tourism transport (accredited at national level by NPTR).

26 A possible suggestion is that metered taxis should be treated as tourism transport so as to enjoy the benefits associated with such vehicles.

**Amendment of section 20**

***1A the National public transport regulator consists of not more than seven non-***

BIA.

*executive members appointed by the minister who are accountable to the head of the department who, in performing their functions, exercise an independent discretion/*

27 Further clarity is required with regards to the eligibility requirements for members of NPTR.

**Amendment of section 21**

*(e) invite comments and complaints from interested parties, including, the general public and take appropriate action thereto*

28 This must include metered taxis as information collected by government is to be available to metered taxis.

*(c) National public transport regulator must produce and regularly update a standardised procedures manual for itself and for provincial regulatory entities*

29 In (c), the process of producing a standardized manual must include the public participation so operators can comment on the processes involved.

**Amendment to section 24**

*monitor and oversee public transport in the province*

30 The PRE function (a) is a problem as it was the function of the public transport Registrar which is not being done.

31 There is also a need for the current PRE function to be independent from government.

32 There must be more detail in terms of how this needs to be done. If this is a separate function, it must be clear if there is specific person dealing with it.

**Amendment to section 39**

*the minister may make regulations on the procedures to be followed in proceeding under subsection 1*

33 In (c), the process of rationalization public transport vehicles will be considered as 4 plus 1 (mini bus taxi) should they not have a meter. Metered taxis must have meters.

34 All metered taxis must make use of both the sealed meters as well as the technology available to the app-based taxis should they be dependent on the latter only.

**Amendment to section 41**

B.A.



*where a negotiated contract is concluded, in terms of subsection (1) the contracting party is not precluded from*

35 This Amendment does not apply to metered taxis although the Act does not specifically state this hence clarity is sought as to what modes of public transport this applies to.

36 Will metered taxis be subsidized, which ordinarily cannot be as the contracts mentioned herein do not apply to singular metered taxis.

**Amendment to section 49**

*permits and operating licenses for minibus taxi type services*

37 The SAMTF also raises a separate objection to the popularization of the "uber" name as it has been identified as not the only taxi hailing provider.

38 It would be best to refer to the taxis as app-based taxis.

**Amendment to section 54**

*a person wishing to undertake a service provided wholly within the area of jurisdiction of the municipal regulatory entity must apply to that entity*

39 Members are to always apply to NPTR.

40 The operating licenses are to be as wide as possible.

41 Clarity is sought from the Bill as to why metered taxis are not properly covered and this needs to be specifically addressed.

42 Specific categories or reference must be made to enable operating licenses across the board.

43 Metered taxis must be given the opportunity to choose where to travel without being prejudiced.

**Amendment to 64**

*Section 64 of the principal Act is hereby amended by the substitution for subsection (1) of the following subsection: '(1) An operating licence may only be issued to and held by— (a) the person registered, in terms of the National Road Traffic Act, as the owner or operator of the vehicle, as defined in that Act, and specified in the operating licence; or (b) a tourist transport operator accredited in terms of section 81, if the vehicle complies with section 84, even if another person is so registered as the owner or operator of the vehicle.'*

44 Metered taxis must be included in this benefit.

BIA

- 45 In (b), The SAMTF insist on benefit of tourist transport service and business model that does not require ownership of the vehicles branding can/may still be done.

**Amendment to Section 66**

*standards or the requirements for meters or electronic hailing applications or similar technology*

- 46 The SAMTF insists that every metered taxi must have a meter.
- 47 E-hailing applications must be continually connected if there is an area with no continuous network then the passenger will be disadvantaged. Meter is mechanical thus passengers will not be prejudiced.
- 48 Map books must be used as a fall back in areas where GPS is not functional.
- 49 What is the criteria to determine "function optimally" – other operators operate on private networks.
- 50 In (iv), has double cc on electronicc – this must be rectified.

**Amendment to section 68**

*where a staff service is provided by means of a vehicle owned by the employer*

- 51 A provision needs to be added to enable metered taxis to operate at all times. If external transport operators are to compete in areas, they must get an operating license.
- 52 40(4) - all operators must be subject to same scrutiny – PDP, security, safety requirements must be met.

**Amendment of section 73**

*is properly certified as roadworthy in compliance with the National Road Traffic Act*

- 53 In (c), must be qualified because the "properly licensed" may be interpreted limitedly.

B.A.

- 54 Government needs to provide for all public passenger road transport to be registered as public transport.

Amendment of section 74

*Section 74 of the principal Act is hereby amended by the substitution in subsection (1) for paragraph (a) in of the following paragraph: "(a) The entity that issued an operating licence or an [employee] official authorised by it may, on application by the holder, grant written authorisation, where the vehicle specified in that operating licence or permit has become defective temporarily, or where the vehicle has been sold, stolen or destroyed and the operator is in the process of obtaining a replacement vehicle, for the holder to use another vehicle in place of the defective sold, stolen or destroyed vehicle, subject to subsections (2), (3) and (6)."*

- 55 On 42 (1) "of" must be removed as the current paragraph does not make sense grammatically.

Amendment of section 79

*(a) by the substitution in subsection (2) for the words preceding paragraph (a) of the following words: "Subject to subsection (3), in the case of an operating licence or permit that has not been granted on the basis of a contract, the relevant entity may, at any time, withdraw, amend or suspend the operating licence or permit for such a period as it may deem fit, if the holder or employee of the holder—"; and (b) by the insertion in subsection (2) after paragraph (a) of the following paragraphs: "(aA) has contravened a provision of this Act or the National Road Traffic Act that is, in the opinion of that entity serious enough to warrant the withdrawal, amendment or suspension; (aB) has contravened any code of conduct for operators prescribed under section 8(1)(fB), or if the drivers employed by that holder habitually contravene any code of conduct for drivers so prescribed;"*

- 56 The opinion spoken of must be subject to the Promotion of Administrative Justice Act 3 of 2000 with specific reference to the *Audi alteram partem* rule.

Amendment of section 84

*vehicles used for tourist transport services*

- 57 Metered taxis must also get this benefit as well, they should be allowed to rent and operate based on the needs of the government as they also target same market.
- 58 Part of the issue is how government has continuously indulged the illegal operation of app-based taxis such as uber thus far and we further request reasons for the continued presence of same.

CONCLUSION

B.A.

59 In conclusion, the SAMTF proposes that the National Land Transport Amendment Bill make provision for the following issues as highlighted above:

- 59.1 Recognition be made to registered meter taxi companies and be included in the definition of the word "association";
- 59.2 There must be a requirement that all vehicles dedicated to provide transport be branded in a clearly identifiable manner;
- 59.3 Safety be of paramount importance. Various measures are to be in place to ensure that all public service transport is safe;
- 59.4 Metered taxis be allowed to operate nationally;
- 59.5 Metered taxis to be treated as tourist transport service as the work done by metered taxis is aligned with tourist transport services; and
- 59.6 All metered taxis and app-based taxis be required to have operational sealed meters at all times.

B.A.



Again, regulations needs to enforce clauses which compel e-hail companies to have their stakeholders/partners to be empowered to be part and parcel of decision making processes when it comes of matters of tariffs, expansion of services and numbers of partners and so on. Failure on the law side to empower stakeholders/partners to be involved will cause chaos in the country and allow undemocratic decisions be taken on partners by these capitalist e-hailing companies as is happening at the moment. An example here is given, Uber deciding tariffs unilaterally, together with the numbers of its operators will destabilise the taxi industry which we would have failed because they are also in it to survive. Failure to stop Capitalism, protect taxi industry and operator partners/stakeholder is a complete failure on law side. This law is and has always been there as a guideline and a shield on all those who lives in it.

Should see above-mentioned amendments fit, we can upon the law to empower government to nationally regulate Uber and all other European based operators. In our view and based on our personal experiences, they don't have Africans at heart. But we believe you as our lawmakers will look into our submission and we sorry if its not best-jotted to the desired calibre but we simply felt we have to do as indicated above...and we have heard enough of the exploitation from Uber.

We would also like to make our oral submission if possible as indicated to our letter to PC Secretary on Transport V. Carelse

We thank you

UBER DRIVERS CT GUILD

INTERIM COMMITTEE MEMBERS

Joseph M. 078650032

Tshepo M.0712008091

Julian W. 0728069418



B7/16  
No:8

**HEADING: PORTFOLIO COMMITTEE OF TRANSPORT**

**FROM: GREATER TAUNG UNITED TAXI ASSOCIATION**

**CONTACT DETAILS:** Mr Koboekae chairperson

072 126 8418

**ORAL SUBMISSIONS RECEIVED BY PDO NORTH-WEST**

1. Taxi operating within Greater-Taung Local Municipality are allowed to use only three routes whereas Taxi owners in other provinces are allowed to use more than three routes e.,g Gauteng province can transport passengers even in Taung.
2. Cross Border Permit is done only in Pretoria which is more than 500km from Ganyesa. Request to be assisted in this matter by having a satellite Office within North-West Province. Failure to produce it, penalty is R2 500. Furthermore these permits takes a very long time three months Request Parliament to assist them.
3. Most of the Ganyesa people work in Rustenburg in the Mines. When Mine workers come home they use Bojanala Transport which is a challenge to Taxi Association financially since these buses collects and drop Mine workers from Rustenburg. Request Parliament to protect Kagisano Taxi Association.
4. When Kagisano Taxi transport passenger to Bojanala District they have to purchase Rustenburg Municipality Stickers which also affect them financially
5. Insurance Cover only cover the passengers the driver is not covered should he be involved in an accident.

**Greater Taung United Taxi Association: wish** to appear before the  
Committee

**ORGANISATION:** Greater Taung United Taxi Association

**WHO ELSE SUPPORT YOU?** Taxi Association is supported by Naledi  
Taxi Association





**HEADING: PORTFOLIO COMMITTEE OF TRANSPORT**

**FROM: NALEDI MUNICIPALITY TAXI ASSOCIATION**

**CONTACT DETAILS:** Mr Maogwe

082 950 4443

**ORAL SUBMISSIONS RECEIVED BY PDO NORTH-WEST**

1. Taxi operating within Naledi Local Municipality are allowed to use only three routes whereas Taxi owners in other provinces are allowed to use more than three routes e.g. in Gauteng Province.
2. When Taxi from Naledi travel to other provinces they have to pay an amount of R2 500.
3. Cross Border Permit is done only in Pretoria which is more than 500km from Ganyesa. Request to be assisted in this matter by having a satellite Office within North-West Province. Failure to produce it, penalty is R2 500. Request Parliament to assist them.
4. Most of the Ganyesa people work in Rustenburg in the Mines. When Mine workers come home they use Bojanala Transport which is a challenge to Taxi Association financially since these buses collect and drop Mine workers from Rustenburg. Request Parliament to protect Kagisano Taxi Association.
5. When Kagisano Taxi transport passenger to Bojanala District they have to purchase Rustenburg Municipality Stickers which also affect them financially
6. Insurance Cover only cover the passengers the driver is not covered should he be involved in an accident.

**NALEDI MUNICIPALITY TAXI ASSOCIATION: wish** to appear before the Committee

**ORGANISATION:** Naledi Municipality Taxi Association

**WHO ELSE SUPPORT YOU?** Taxi Association is supported by Kagisano  
Taxi Association



**PARLIAMENT**  
OF THE REPUBLIC OF SOUTH AFRICA

PARLIAMENTARY DEMOCRACY OFFICE  
Old Governors House/ Old Municipality  
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B7/16  
No: 10

**HEADING: PORTFOLIO COMMITTEE OF TRANSPORT**

**FROM: SCHWEIZE-RENEKE UNITED TAXI ASSOCIATION**

**CONTACT DETAILS:** Mr Tshepo Ramose  
073 161 1525

**ORAL SUBMISSIONS RECEIVED BY PDO NORTH-WEST**

1. Taxi operating within Schweizer –Reneke are allowed to use only one route to Taung whereas other taxi owners in other provinces are allowed to use many routes e.g Gauteng Province
2. Private Cars are given permit to transport passengers whereas they do not have operating licence.
3. Non Members of taxi Association are given permits by the Board to transport passengers whereas they do not have operating licence.

**NALEDI MUNICIPALITY TAXI ASSOCIATION: wish** to appear before the Committee

**ORGANISATION:** Scweizer- Reneke United Taxi Association

**WHO ELSE SUPPORT YOU?** Taxi Association is supported by Greater-Taung Taxi Association



B7/16  
No: 11

**HEADING: PORTFOLIO COMMITTEE OF TRANSPORT**

**FROM: KAGISANO TAXI ASSOCIATION**

**CONTACT DETAILS:** MR Masiga

071 237 8772

Mr Kgathane 060 743 4210

**ORAL SUBMISSIONS RECEIVED BY PDO NORTH-WEST**

1. Taxi operating within Kagisano Local Municipality are allowed to use only three routes whereas Taxi owners in other provinces are allowed to use more than three routes e.g in Gauteng Province.
2. Cross Border Permit is done only in Pretoria which is more than 500km from Ganyesa. Request to be assisted in this matter by having a satellite Office within North-West Province. Failure to produce it, penalty is R2 500. Request Parliament to assist them.
3. Most of the Ganyesa people work in Rustenburg in the Mines. When Mine workers come home they use Bojanala Transport which is a challenge to Taxi Association financially since these buses collect and drop Mine workers from Rustenburg. Request Parliament to protect Kagisano Taxi Association.
4. When Kagisano Taxi transport passenger to Bojanala District they have to purchase Rustenburg Municipality Stickers which also affect them financially
5. Insurance Cover only cover the passengers the driver is not covered should he be involved in an accident.
6. Permits of Cross border takes a very long time of three months.

**KAGISANO TAXI ASSOCIATION: wish** to appear before the Committee

**ORGANISATION:** Kagisano Taxi Association

**WHO ELSE SUPPORT YOU?** Taxi Association is supported by Naledi  
Taxi Association

(translation)

R.S.A PARLIAMENT

B7/16  
NO:12

PORTFOLIO COMMITTEE ON TRANSPORT

FROM: MOLEFI WILLIAM KGATLHANE

CELL: 0607434210

TEL: 0539983861

P O BOX 507

GANYESA

8613

HOUSE NO X28

THIBOGANG SECTION

GANYESA

8613

DETAILS

1. LACK OF CO-OPERATION FROM THE DEPARTMENTS

- a) THE DEPARTMENTS, TRANSPRT INCLUDED, AWARD TENDERS TO THE SAME PEOPLE
- b) MY QUOTATION BOOKS ARE FINISHED BECAUSE I KEEP ON SUBMITTING, BUT NEVER CONSIDERED EVEN THOUGH I HAVE RECONSIDERED MY QUOTES

2. NATIONAL LAND TRANSPORT AMENDMENT BILL

- a) I AM NOT SATISFIED.
- b) THE GOVERNMENT TOOK OUR PERMITS, CONVERTED THEM TO OPERATING LICENCE WHICH HAVE AN EXPIRING DATE.
- c) THEY REDUCED OUR ROUTES.
- d) THEY TOOK OUR FULLY PAID TAXIS FOR RECAPITALIZATION AND GAVE US ONLY R50 000.

- e) THEY MADE AN AGREEMENT WITH S.A TAXI FINANCE TO GIVE US TAXIS AT A VERY HIGH PRICE AND GOVERNMENT NEVER MADE AN EFFORT TO CHECK WHETHER WE CAN AFFORD TO HONOUR THAT DEBT.
- f) WHEN WE REALISED THAT WE CANNOT AFFORD TO PAY THIS DEBT WE CONSULTED DEBT COUNSELLOR (NCR).
- g) S.A TAXI FINANCE WANTED TO HEAR NOTHING OF THAT SORT, WITH THE HELP OF THE POLICE AND TRAFFIC POLICE, THEY HAVE REPOSSESSED OUR TAXIS. (HFL519NW AND HGL085NW)
- h) THE CAR, REGISTRATION HGL519NW WAS R261 000. I PAID R408 459.17. THEY SAY I AM STILL OWING R382 839.83

B7/16  
No: 12

## R.S.A PARLIAMENT

POTFOLIO COMMITTEE TRANSPORT

GO TSWA: MOLEFI WILLIAM KGATLHANE

CELL : 060 7434 210

TEL : 053 9983 861

P.O BOX 507

GANYESA

8613

HOUSE NO. X28

THIBOGANG SECTION

GANYESA

8613

DINTLHA

1. GO TLHOKA TIRISANOMMOGO LE MAFAPHA

- (a) GO THAPIWA MALOKO A LE OSI FELA MO (TRANSPORT) GO YENG KA MAFAPHA OTLHE.
- (b) KE FELELWA KE DIBUKA TSA QUOTATION KA GO KWALA KE SA AMOGELWE LE FA KE FOKODITSE DITLHWATLHWA.

2. MOLAWANA OO FETOTSWENG WA DIPALANWA.

- (a) GA KE A O ITUMELELA.
- (b) PUSO E TSHOTSE DIPERMIT TSA RONA E DI FETOLELA GO NNA DIOPERATING LICENCE TSE DI FELANG.
- (c) BA FOKODITSE DITSELA TSA RONA
- (d) BA TSAYA DIKOLOI TSA RONA TSE RE NENG RE SA DI KOLOTE BA DI SILA, BA RE FA R50 000.00.
- (e) BA DIRA DITUMALANO LE S.A TAXI FINANCE GORE E RE NEYE DIKOLOI KA MOLATO OO KWA GODIMO, MORAGO GA MOLATO PUSO GA E ISE E TSEYE MATSAPA A GORE A RE KGONA MOLATO.
- (f) FA RE BONA RE PALELWA KE MOLATO RA SIELA KWA DEBT COUNCILLAR (NCR)
- (g) S.A.TAXI FINANCE YA SEKA YA INYALANA LE SEO, BA GAPA DIKOLOI TSA RONA KA THUSO YA SEPODISE LE BORRAPHARAKANO (HGL519NW LE HGL085NW)
- (h) KOLOI YA HGL519NW E NE ELE R261 000.00 KE DUETSE R408 459.17 BA RE KE KOLOTA R382 839.83.



3. DIKOLOI TSE DI SENG KA FA MOLAONG.

- (a) MMEREKO WA RONA O TSHOTSWE KE DIKARA LE DIBESE TSA BOJANALA
- (b) FA RE KOPA THUSO KO GO BORRA PHARAKANO BA KGAOGANA LE TSONE BA TSHWARA RONA.
- (c) BA DIGA KGWEBO YA RONA KA GO PEGA BATHO KA TLHWATLHWA E KWA TLASE.

BOKHUTLO

KE KOPA PUSO E TSIBOGELE DINTLHA TSE E RE THUSE JAAKA BANA BA SOUTH AFRICA.

GO TSWA MO MOKGATLONG WA DITEKESI WA KAGISANO TAXI ASSOCIATION MO KGAOLONG YA GANYESA MO TLASE GA MASEPALA WA KAGISANO MOLOPO MUNICIPALITY.

WA LONA

M. W. KGATLHANE.

*M. W. Kgatlhane*

B7/116  
No 13

Valerie Carelse - Public Hearings - NLTA Amendment Bill

**From:** "Ivadi" <ivadi@telkomsa.net>  
**To:** <vcarelse@parliament.gov.za>  
**Date:** 2016/09/02 8:27 AM  
**Subject:** Public Hearings - NLTA Amendment Bill  
**Attachments:** Draft TA Amendment NLTA Bill.docx

The Chairperson  
Portfolio Committee of Transport  
Parliament  
Cape Town  
c/o [V.Carelse@parliament.gov.za](mailto:V.Carelse@parliament.gov.za)

Dear Honourable D Magadzi (MP)

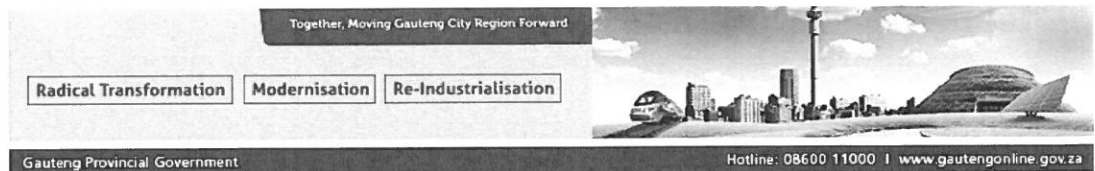
The Gauteng Department of Roads and Transport would like to make an oral submission on Thursday, 22 September 2016, to the Portfolio Committee on the National Land Transport Act Amendment Bill.

Specifically, the Department would like to address the matter of Transport Authorities as suggested in the attached amendments from the Provincial Department. Kindly note that the proposed amendments by the Department have been forwarded to the National Department of Transport for consideration.

I trust that our request will be acceded to on the suggested date.

Yours sincerely

Ismail Vadi  
MEC for Roads and Transport  
Gauteng Province



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## GENERAL EXPLANATORY NOTE:

- [            ]        Words in bold type in square brackets indicate omissions from Existing enactments
- \_\_\_\_\_        Words underlined with a solid line indicate insertion in existing enactments

## NATIONAL LAND TRANSPORT AMENDMENT BILL: DRAFT AMENDMENT TO PROVIDE FOR PROVINCIAL TRANSPORT AUTHORITY

To amend the National Land Transport Act, 2009, so as to provide for the establishment of a provincial entity

### Amendment of section 10 of Act 5 of 2009

1. Section 10 of the National Land Transport Act, 2009 (hereinafter referred to as the principal Act) is hereby amended-
  - (a) by the addition in subsection (1) after paragraph (g) of the following paragraph:

“(h) the provincial entity as contemplated in section 12(1).”

### Amendment of section 12 of Act 5 of 2009

2. Section 12 of the principal Act is hereby amended –
  - (a) by the substitution of subsection (1) of the following:

“12(1) A province may pass legislation or enter into an agreement with one or more municipalities in the province for the joint exercise or performance of their respective powers and functions contemplated in this Act and may establish a provincial entity or similar body in this regard, subject to the Constitution and this section.”

“12(1A) A provincial entity so established is a juristic person.”

- (b) by the addition of the following subsections:

“(4) Where the provincial entity as contemplated in subsection (1) is not established, two or more municipalities may enter into agreements for the joint exercise or performance of their respective powers and functions contemplated in this Act, subject to the Constitution and this Act.

“(5) A provincial entity contemplated in subsection (1) must at least be responsible for:

- (a) the functions as set out in section 11(1)(b)(ii); (iii); (v); (vi); (vii), 11(1)(c)(vi); (ix); (xi); (xii); (xix); (xx); (xxii); and (xxvii);
  - (b) the promotion and support of non-motorised transport; and

- (c) any other function which may be agreed upon by the members of the provincial entity.
- (6) A provincial entity contemplated in subsection (1) may perform its functions in a municipality outside of or adjacent to the province, in agreement with the relevant municipalities and the other relevant province or provinces.
- (7) The agreement contemplated in subsection (1) must provide for governance, institutional mechanisms and funding for the functioning of the provincial entity.
- (8) The MEC must publish in a Provincial Gazette the agreement contemplated in subsection (1) and any subsequent amendment.

**Amendment of section 15 of 5 of 2009**

3. Section 15 of the principal Act is hereby amended-

(a) by the addition of the following subsection:

“(3) Where a provincial entity is established as contemplated in section 12(1), it must perform the functions of the intermodal planning committee as contemplated in subsection (1) and perform such functions as set out in section 11(1)(c)(xix) and subsection (2).”