

# **Presentation to Sub- Committee of the Portfolio Committee on Transport**

**By the dtic, the National Regulator for Compulsory Specifications  
(NRCS) and the South African Bureau of Standards (SABS)**

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# Delegation

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# Policy perspective from the dtic

- The SABS and the NRCS report to the Department of Trade, Industry and Competition (**the dtic**).
- Government set up these entities with a mandate to assist local industry production, export of local products as well the protection of the public from unsafe products that may be placed in the national market.
- In many instances the entities are directed by policy owning department in carrying out their work
- As the Public Protector recommended, there is scope to improve how delegated work is carried out by these entities

## Policy perspective from the dtic

- The Department of Transport is the policy owner for safety of vehicles in terms of the National Road Traffic Act , Act 93 of 1996
- The National Regulator for Compulsory Specifications (NRCS) is Mandated by DoT to be the Inspectorate of Manufacturer, Importer, Builder (MIB) and has specific Compulsory specifications (Technical regulations), that are promulgated under the NRCS Act, Act 8 of 2008 that relate to different categories of vehicles. These compulsory specifications are used to implement the mandate from the DoT.
- The South African Bureau of Standards (SABS), through the Standards Act, Act 5 of 2008 develops the standards that set out the technical requirements for the vehicles to adhere to. These standards become mandatory when referenced in a regulation, in this instance the relevant compulsory specifications from the NRCS.
- The SABS is also an accredited service provider to both industry and regulators in terms of testing compliance of a product against certain standards, where SABS has the capability to test. This is a contractual arrangement between the SABS and its clients.