

# LIMPOPO LEGISLATURE

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0700

## NEGOTIATING MANDATE

**To** : The Chairperson: SC on Transport, Public Service and Administration, Public Works and Infrastructure.

**Name of Bill** : ECONOMIC REGULATION OF TRANSPORT BILL

**Number of the Bill** : [B1B – 2020]

**Date of Deliberation** : 25 OCTOBER 2023

**Vote of the Legislature** : Provincial NCOP Permanent Delegates to negotiate in favour of the Bill with the proposed amendments.

## PROPOSED AMENDMENTS

### Clause 4 Application of Act

"4(2) The Minister, in consultation with the Regulator, by notice in the *Gazette*, may declare that this Act applies to any market, or any entity or facility, irrespective whether privately or state owned, within the transport sector, if the Minister has determined that either of the following circumstances apply—

- (a) a single operator controls more than 30% of the market concerned;"

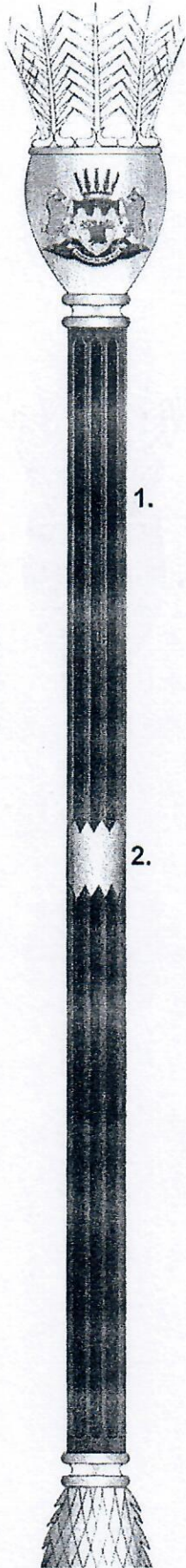


HON SEONO M.R

CHAIRPERSON

PORTFOLIO COMMITTEE ON TRANSPORT, SAFETY, SECURITY AND LIASON  
LIMPOPO LEGISLATURE

31 | 10 | 2023  
DATE



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## OFFICE OF THE SPEAKER

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### REPORT OF THE PORTFOLIO COMMITTEE ON TRANSPORT AND COMMUNITY SAFETY ON THE ECONOMIC REGULATION OF TRANSPORT BILL [B1B – 2020]

#### 1. INTRODUCTION

The Economic Regulation of Transport Bill [B1B – 2020] was referred to the Provincial Legislature by the NCOP's Select Committee on Transport, Public Services and Administration, Public Works and Infrastructure and the Legislature in turn referred it to the Portfolio Committee on Transport and Community Safety for consideration and processing.

#### 2. PROCEDURE FOLLOWED BY THE COMMITTEE

In dealing with the Bill, the Portfolio Committee on Transport and Community Safety was briefed on the principle and provisions of the Bill by the NCOP Permanent Delegate on 29 March 2023. Following this briefing on the Bill, the Portfolio Committee resolved to subject the Bill to a public consultation process involving all key stakeholders with interest in all the five districts of the province.

As a result, public hearings were conducted in all the five (5) districts (i.e. Mopani, Vhembe, Sekhukhune, Capricorn and Waterberg districts) of the province on various dates in July 2023 to afford all stakeholders and

interested parties an opportunity to present both oral and written submissions.

Additionally, a call was made, in newspapers and radio, to all interested parties to submit their written submissions to the Committee by the 30th September 2023. In responding to this, only one written submission was received, while organized bus operators could not submit despite the fact that they were granted additional extension date upon their request.

### **3. PURPOSE AND BACKGROUND OF BILL**

The Bill is primarily aimed at the economic regulation and control within transport sector to ensure safe and reliable transport system at a fair tariff (price) and agreed minimum service standard made available throughout the country. In this regard, its objective is to ensure that services provided to consumers are effective, efficient and sustainable by meeting consumer's needs through consumer protection, service quality regulation, price regulation, and competition regulation.

The Bill further seeks to establish the Transport Economic Regulator, aimed at the development of competitive, efficient and viable South African transport industry contributing to economic growth and development, The Regulator would also ensure the development of an integrated system of economic regulation of transport of passengers and goods, through airports or ports, and by road or rail.

In addition, the Regulator would ensure efficiency, reliability, safety and performance in the management and operation of transport facilities and services, in accordance with recognised international standards and public

demand. These would be done through appropriate investment in transport facilities and services.

#### 4. INPUTS AND SUBMISSION BY STAKEHOLDERS

The Committee received both oral and one written submissions on the Bill from various stakeholders both during and after the public hearings. To this end, a written submission is attached hereto. The Committee was impressed with attendance and participation of all the stakeholders who attended the public hearing.

From the submissions and comments made during the public hearing, there were no links to the Bill. However, there were strong views expressed by the public, especially taxi operators who welcomed provisions regulation the operations of e – hailing transportation cautiously. The general agreement expressed was that such modes of transport should also be licensed as is the case in the taxi industry

#### 5. CONCLUSION.

The public hearings were well attended and the Portfolio Committee managed to solicit inputs from stakeholders.

The Committee agrees and endorse the principles and provisions of the Bill, and as such vote in its support.



HON SEONO

CHAIRPERSON: PORTFOLIO COMMITTEE ON  
TRANSPORT AND COMMUNITY SAFETY

31/10/2023

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