

**NORTH WEST PROVINCIAL LEGISLATURE**

**NEGOTIATING MANDATE**

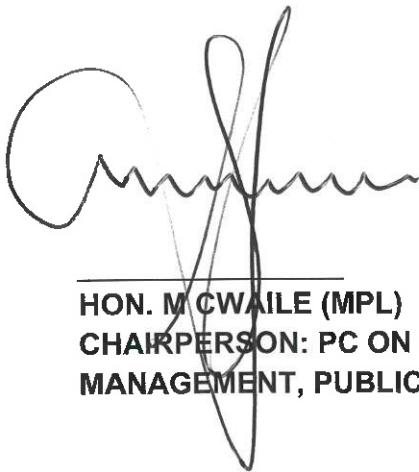
To: Hon Kenneth Mosimanegape Mmoiemang (MP)  
Chairperson of the Select Committee on Transport,  
Public Service & Administration, Public Works &  
Infrastructure

Name of the Bill: Economic Regulation of Transport Bill

Number of the Bill: [B1 B - 2020]

Date of Deliberation: 02 June 2023

Vote of Legislature: North West Provincial Legislature vote in favour of the  
Bill



---

**HON. M CWAILE (MPL)**  
**CHAIRPERSON: PC ON COMMUNITY SAFETY AND TRANSPORT**  
**MANAGEMENT, PUBLIC WORKS AND ROADS**

18/06/2023  
DATE

## **PROPOSED AMENDMENTS**

Clause 4 of the Bill should be expanded to include all government employees, and not be limited to those listed category.



## **NORTH WEST PROVINCIAL LEGISLATURE**

# **PORTFOLIO COMMITTEE ON COMMUNITY SAFETY, TRANSPORT MANAGEMENT, PUBLIC WORKS & ROADS**

---

## **COMMITTEE REPORTS**

**Economic Regulation of Transport Bill**

**TABLE OF CONTENTS**

1.	<b><u>INTRODUCTION</u></b> .....	Error! Bookmark not defined.
2.	<b><u>PROCESS FOLLOWED</u></b> .....	Error! Bookmark not defined.
3.	<b><u>OBJECTIVE OF THE ECONOMIC REGULATION OF TRANSPORT BILL</u></b> .....	4
4.	<b><u>PRESENTATION BY NCOP PERMANENT DELEGATE ON THE ECONOMIC REGULATION OF TRANSPORT BILL</u></b> .....	4
5.	<b><u>DELIBERATIONS BY THE PORTFOLIO COMMITTEE</u></b> .....	12
6.	<b><u>RECOMMENDATIONS BY THE PORTFOLIO COMMITTEE</u></b> .....	12
7.	<b><u>ADVERTISING OF THE BILL</u></b> .....	12
8.	<b><u>PRE- PUBLIC HEARING WORKSHOPS PRESENTATION/ INPUTS</u></b> .....	12
8.1	<b><u>NGAKA MODIRI MOLEMA DISTRICT</u></b> .....	Error! Bookmark not defined.
8.2	<b><u>DR RUTH SEGOMOTSI MOMPATI DISTRICT</u></b> .....	Error! Bookmark not defined.
8.3	<b><u>DR KENNETH KAUNDA DISTRICT</u></b> .....	Error! Bookmark not defined.
8.4	<b><u>BOJANALA PLATINUM DISTRICT</u></b> .....	14
9	<b><u>PUBLIC HEARING INPUTS/CONCERNS</u></b> .....	Error! Bookmark not defined.4
9.1	<b><u>NGAKA MODIRI MOLEMA DISTRIC</u></b> .....	14
9.2	<b><u>DR RUTH SEGOMOTSI MOMPATI DISTRICT</u></b> .....	15
9.3	<b><u>DR KENNETH KAUNDA DISTRICT</u></b> .....	17
9.4.	<b><u>BOJANALA PLATINUM DISTRICT</u></b> .....	17
10.	<b><u>ADOPTION OF THE BILL</u></b> .....	17
11.	<b><u>ACKNOWLEDGEMENTS</u></b> .....	17
12	<b><u>ADOPTION OF THE REPORT</u></b> .....	17



## ACRONYMS

AFS	-	ANNUAL FINANCIAL STATEMENT
CPF	-	COMMUNITY POLICE FORUM
CSC	-	COMMUNITTEE SERVICE CENTER
DLCA	-	DRIVING LICENCE CARD ACCOUNT
DLTC	-	DRIVER'S LICENSE TESTING CENTER
ENATIS	-	ELECTRONIC NATIONAL ADMINISTRATION TRAFFIC INFORMATION SYSTEM
GRAP	-	GENERALLY RECOGNISED ACCOUNTING PRACTICE
HOD	-	HEAD OF DEPARTMENT
LCU	-	LIVE CAPTURE UNIT
LE	-	LAW ENFORCEMENT
LEU	-	LIVE ENROLMENT UNIT
MEC	-	MEMBER OF THE EXECUTIVE COUNCIL
NW	-	NORTH WEST
NWPL	-	NORTH WEST PROVINCIAL LEGISLATURE
PFMA	-	PUBLIC FINANCE MANAGEMENT ACT
RA	-	REGISTRATION AUTHORITY
SAPS	-	THE SOUTH AFRICAN POLICE SERVICE
SDIP	-	SERVICE DELIVERY IMPROVEMENT PROGRAMME
SLA	-	SERVICE LEVEL AGREEMENT
SOP	-	STANDARD OPERATING PROCEDURE
VTS	-	VEHICLE TESTING STATION

## 1. INTRODUCTION

The Portfolio Committee on Community Safety and Transport Management, on the Annual Performance exercises oversight over the Department of Community Safety and Transport Management through its assessment of the provincial-wide strategic support provided to North West Provincial Government departments. *The Constitution of the Republic of South Africa 1996* and the *Public Finance Management Act 1999* create a basis on which oversight by Legislatures should be accomplished.

## 2. PROCESS FOLLOWED

The Economic Regulation of Transport Bill was formally referred by the Speaker, Honourable S.R. Dantjie to the Portfolio Committee on Community Safety and Transport Management and Public Works, Road for consideration and reporting.

The Portfolio Committee then received a presentation from the NCOP Permanent Delegate and the Department of Transport on the Economic Regulation of Transport Bill through a virtual meeting held on 17 May 2023. Following a briefing, the Committee embarked on Public Hearings throughout the province on 02 June 2023 held as follows; Ngaka Modiri Molema District (Groot Marico Community Hall - 280), Bojanala District (Klipgat Community Hall –280), Dr Ruth Segomotsi Mompati District (Boipelo Community Hall Reivilo –288) and Dr Kenneth Kaunda District (Matlwang Community Hall –158). A total of **1006** people were reached in various districts of the province.

## 3. OBJECTIVE OF THE ECONOMIC REGULATION OF TRANSPORT BILL

To consolidate the economic regulation of transport within a single framework and policy; to establish the Transport Economic Regulator; to establish the Transport Economic Council; to make consequential amendments to various other Acts; and to provide for related incidental matters.

#### 4. PRESENTATION BY NCOP PERMANET DELEGATE ON THE ECONOMIC REGULATION OF TRANSPORT BILL

##### 1. INTRODUCTION (1)

**2004-2008**  
Conceptual Phase

**2012-TO DATE**  
Roll-Out Phase



**History:** **2009-2011**  
Announcement Phase

**Project Objectives:** Policy Framework, **Legislative Framework** & Implementation Plan

**Supporting work:** SEIAS, Status Quo Analysis, Options Analysis, International & Local Best Practices, Business Case, etc.

**Consultations:** Undertaken with affected stakeholders

##### 1. INTRODUCTION (2)

##### ERT Bill public consultations

- In February 2018, the Economic Regulation of Transport (ERT) Bill was approved by Cabinet for public comments and consultations
- On the 12<sup>th</sup> of February 2018, the Bill was published for 30 days public commentary period through Government Gazette Vol.632, No.41437.
- Public comments were received and the draft Bill was subsequently revised.
- In corporation of public comments into the Bill drastically changed the scope of application and Chapter 2 of the ERT Bill. Thus, this warranted that the ERT Bill be republished for the second public commentary period for further comments.
- On the 24<sup>th</sup> of October 2018, the Bill was issued for another 30days public commentary period through Government Gazette Vol.640, No.41992.
- Public comments were received and the ERT Bill was again revised.

## 1. INTRODUCTION (3)

### Cluster and Cabinet Process

- The DOT undertook engagement and consultation with NEDLAC between October 2018 and April 2019 the final engagement was on 04 April 2019 wherein NEDLAC approved the ERT Bill with comments that were addressed as and when meetings took place
- The Office of the Chief State Law Advisors (provided a positive legal opinion which states that the ERT Bill meets the Constitutional requirements Furthermore, the OCSLA supported that it be processed to the Economic and Employment Sector and Infrastructure Development ( Cluster for Directors General, Cabinet and Parliament for enactment
- The Department of Planning, Monitoring and Evaluation approved (i e signed off) both the 1<sup>st</sup> and 2<sup>nd</sup> Socio Economic Impact Assessment System Reports and
- The Bill was presented to ESEID DG Cluster on 11 April 2019 and it was formally approved for final submission to Cabinet
- for approval for its introduction to Parliament
- To date, the Department followed all required processes including consultations with directly and indirectly affected stakeholders to produce the ERT Bill

## 1. INTRODUCTION (4)

### Parliament Process

- On 20 November 2019 Cabinet approved the ERT Bill to be introduced to Parliament for further processing
- In January 2020 the Office of the State Law Advisors provided final certification of the ERT Bill and the Department submitted it to Parliament as an additional step to facilitate further processing by Parliament
- On the 24 th of January 2020 the ERT Bill was referred to the PCOT, and the Select Committee on Transport, Public Service and Administration, and Public Works and Infrastructure
- The PCOT invited the Department to make a presentation on the ERT Bill at the meeting that was held on the 09 th of June 2020 the Minister supported by the Director General presented the project After the Minister's tabling of the ERT Bill, the PCOT approved that the Bill be issued for public comments
- On 19 June 2020 the PCOT called for public comments on the ERT Bill (B 1 2020 The deadline for public comments was on 31 July 2020
- DOT attended seven ERT Bill public hearing sessions held by PCOT between 20 October 2020 to 17 November 2020 and provided responses to the comments made by the public



## 1. INTRODUCTION (5)

### Parliament Process (cont)

- Deliberations of ERT Bill process by PCOT began on 24 November 2020 and adopted the A List (document that displays key amendments recommended to shape and form the new ERT Bill on the basis of the public consultations and deliberations undertaken by the PCOT) on 16 November 2021 for further processing of the ERT Bill
- On the 7 th of December 2021 PCOT endorsed the draft A List with new proposed additional amendments to the Bill, which required further stakeholders' consultation
- On 17 December 2021 the PCOT further invited stakeholders and interested parties on numerous media platforms to submit written submissions on the proposed additional amendments to the ERT Bill by 12 00 on 4 February 2022
- PCOT has considered and deliberated on the written submissions on the additional amendments of the A List from 01 March 2022 to 16 September 2022
- On the 15 th of June 2022 the Department received first proofs of the updated ERT Bill and updated A List (document that displays key amendments recommended to shape and form the new ERT Bill on the basis of the public consultations and deliberations undertaken by the PCOT) from PCOT Secretary

## 1. Introduction (6)

### Parliament Process (cont...)

- Post receiving the first proofs, the department identified some gaps on the A List and subsequently sent written inputs to the state law advisors to incorporated into the Bill
- On 13 September 2022 the updated A list with the written inputs from the department was presented to PCOT, thereafter PCOT requested to be given time to further engage the document before conducting clause by clause deliberations, subsequently decided on having the meeting of 16 September 2022
- Portfolio Committee on Transport (finalized the deliberation process (thirty-three sessions were held) on the ERT Bill on 16 September 2022
- On 27 September 2022 the National Assembly voted for the ERT Bill to be tabled to the National Council of Provinces (NCOP) (for concurrency

## 1. INTRODUCTION (7)

### Departments and Bodies Consulted

The following departments, sector regulators, regulated entities and industry associations amongst others were consulted: Department of Public Enterprises; National Treasury; Department of Planning; Monitoring and Evaluation; Department of Economic Development; National Planning Commission; Companies and Intellectual Property Commission; Competition Commission; Consumer Commission and Tribunal; Public Investment Corporation; Independent Communications Authority of South Africa; National Energy Regulator of South Africa; Public Transport Regulator; Cross-Border Road Transport Agency; Ports Regulator of South Africa; Air Traffic Navigation Services; Airports Company South Africa; Regulating Committee of the Air Traffic Navigation Services and Airports Company South Africa; Domestic and International Licensing Councils; Chamber of Mines; Transnet Freight Rail; SALGA Western Cape; Transnet National Ports Authority; Transnet Port Terminals; Richards Bay Coal Terminal; Passenger Rail Agency of South Africa; South African National Roads Agency Limited; Office of the State Law Advisers; National Economic Development and Labour Council ; and others.

## 2. Why STER (1)

South Africa needs to ensure the **efficiency and cost-effectiveness** of its transport system in order to meet its economic and social goals

The preconditions for efficiency and cost-effectiveness do not as yet exist in the sector

- Potential conflicts of interest (especially where state-owned entities have been given monopoly and regulatory powers)
- Significant gaps in the regulatory framework, which inhibits the Government's ability to provide consistent and comprehensive economic oversight
- Scarce skills and a lack of capacity in economic regulation
- Limitations in the availability of recent and detailed performance and pricing data
- The absence of a clear appeals processes for regulated entities

International comparisons suggest that transportation comprises an unacceptably **high proportion of logistics costs** in South Africa

## 1. Why STER (2)

- Economic regulation in transport is currently fragmented, inconsistent and in some cases non-existent

improve

to improve the existing regulatory framework there is a need to

- Establish an independent complaints and appeal mechanism
- Safeguard the financial security and independence of existing regulators
- Develop rigorous and consistent methodologies and procedures
- Create sufficient and dedicated regulatory expertise

Expansion

An expansion of the existing regulatory framework is need to :

- Address potential conflicts of interest in the implementation and oversight of toll roads
- Introduce regulatory oversight across the rail sector
- Deepen oversight across key aspects of the ports value chain

## 2. Why STER (3)

### Wider policy impetus

#### STER informed by a number of policy documents:

- National Development Plan 2030:
  - ✓ "State must also put in place appropriate regulatory and governance frameworks so that ... (economic) infrastructure is operated efficiently and tariffs can be set at appropriate levels"
- Transport White Paper:
  - ✓ Government role in regulating monopolies, specifically in the state airports, the ports, and road and rail concessions
  - ✓ Provides for establishment of regulatory structures as needed
- MTSF Action Plan:
  - ✓ Need for regulatory reforms to provide certainty and spur investment
  - ✓ Importance of transport efficiency and competitiveness
  - ✓ Review and possibly consolidate existing regulators
  - ✓ Establish a Single Transport Economic Regulator
- STER forms part of economic reforms & stimulus package of SA and will help to realise the goals of Operation Vulindlela
- The SONA 2021 addresses the need of having an independent economic regulator within the transport sector

- White Paper on Rail Policy identifies a need to have an independent economic regulation of rail infrastructure; facilities; and services

### 3. ERT Bill (1)

#### OBJECTIVES OF THE BILL

The Bill aims to address shortcomings through:

- Consolidation of the economic regulation (ER) of transport within a single framework;
- Establishment of the Transport Economic Regulator (TER);
- Establishment of the Transport Economic Council (TEC) (i.e., Dispute Resolution Chamber); and
- Make consequential amendments to related Acts.

### 3. ERT Bill (2)

#### Narrative of the ERT Bill

The key components of the Bill are divided into Governance and Substance matters.

**Governance matters refer to:**

- (1) the institutional and legal design of the regulatory system and the framework within which decisions are made;
- (2) the establishment of regulatory independence;
- (3) the appointment of the regulator and
- (4) the handling of disputes and appeals.

**Substance matters relate to:**

- (1) content of regulation;
- (2) What actual decisions, whether explicit or implicit, are made by the specified regulatory entity or other entities within government, along with the rationale for decisions;
- (3) choice of pricing methodology and scope;
- (4) licensing requirements and licensee obligations, etc.





## 1. ERT Bill (3)

CHAPTER	HEADING	CONTENT	COMPONENTS
1.	Interpretation, purpose and application	Definitions Purpose & Scope of the Act	Governance %Substance
2.	Interpretation, purpose and application	Infrastructure Access to Rail	Substance
3.	National Transport Regulation (Access to Rail Infrastructure)	Regulatory instruments Regulatory procedures	Substance
4.	Establishment of institutions	Appointment process Functions and procedures Funding arrangements	Governance
5.	Enforcement of the Act	Investigations Offences and penalties	Substance
6.	General provisions	Consequential amendments Transitional arrangements	Governance %Substance

## 4. IMPLEMENTATION PLAN

### Three broad phases

- **The pre-establishment phase** (before effective date)
  - ✓ The STER legislation and business case must be approved
  - ✓ The necessary procedures and regulations needed to resource and establish the TER and TEC must be concluded.
- **The commencement phase** (3 years after effective date)
  - ✓ Absorb all of the functions of the existing transport economic regulators
  - ✓ Develop the capacity and procedures needed to achieve full scope and mandate.
- **The fully-functional phase** (within first 5 years)
  - ✓ All modes should be regulated and all regulatory and review functions performed as envisaged in the Bill.
  - ✓ All of the operational and administrative policies and procedures of the Regulator and the Council should be approved and in place.

## 5. STRUCTURAL IMPLICATIONS

### Three-pronged strategy –Rationalisation of economic regulators:

Inception stage - after enactment of the ERT bill

- Use Ports Regulator South Africa (PRSA) as a nucleus to establish STER
- Consolidate PRSA & Regulating Committee (RC)
- Introduce economic regulatory capacity in the rail sector (IRERC)

**Second stage - Three years after effective date**

- Introduce other licensing capacity
- Fuse in the Air Service Licensing Council (ASLC) & International Air Service Licensing Council (IASLC)
- C-BRTA

**Third stage - Five years after effective date**

- House public transport related economic regulators
- NPTR

**6. STEPS AHEAD**

- ERT Bill to be introduced to Select Committee and NCOP for concurrency
- Approval of the ERT Bill into an Act
- Establishment of STER and finalisation of migration of staff

**5. DELIBERATIONS BY THE PORTFOLIO COMMITTEE**

5.1 The government need to improve the whole transportation system especially railway system

**6. RECOMMENDATION BY THE COMMITTEE**

6.1 The National need to go back to railway system in North west Province as it will reduce the damages of the roads

**7. ADVERTISING OF THE BILL**

Stakeholders and communities were requested to submit written inputs.

Advertisements were posted on;

- North West Provincial Legislature Facebook page, North West Provincial Legislature Twitter handle  
*Regional newspapers*
- The Mail, Klerksdorp Record and Rustenburg Herald  
*Community newspapers*
- Ntsae Media (business INC and News fact) GIS Media, Ratlou News, Lekwa-Teemane Tribune, Molopo News and Tlhabane News, Taung Daily News, Tabea News, Mmega wa Dikgang.

Advertisements were broadcast on;

*National radio stations*

- Motsweding FM, SA FM and RSG FM

*Community radio stations*

- YOU FM, Mafikeng FM, Bophirima FM, Vaaltar FM, Kopanong FM, Star FM, Moretele FM, Mafisa FM and Bojanala FM.

**8. PRE- PUBLIC HEARING WORKSHOP PRESENTATION**

Following the referral of the National Land Transport amendment bill, National Road Traffic amendment bill and Economic Transport Regulation bill to the National Council of Provinces and subsequently respective Legislatures for processing, the North West Provincial Legislature set about to convene public hearings on the said bills. This is in line with section 114 of the Republic of South Africa Constitution, which empowers provincial legislatures to consider, pass amend or reject any Bill before the legislature and sections 59, 72 and 118 which oblige the Parliament, NCOP and Provincial Legislatures to facilitate public involvement in the legislative and other processes of the parliament, council and legislature, respectively.

As the NWPL gears towards convening public hearings on National Land Transport amendment bill, National Road Traffic amendment bill and Economic Transport Regulation bill, it was deemed appropriate to conduct pre-public hearing workshops. This is to empower the stakeholders interested in attending public hearing as regards the content, implication and rationale of the bill prior to hearing so that participants are in a better position to make valuable inputs and influence the sharp of the final product, being the promulgated Act.

Therefore, the purpose of this paper is to seek approval to conduct workshops in line with 59, 72 and 118 of the Constitution:

- To clearly define public participation processes and procedures within the context of legislature;
- To outline the procedure to be followed to obtain the views of the public on policy, legislation and other matters before Legislature in order to enrich the decision-making processes and to determine the timelines within which could be achieved and
- To provide for ways and means of imparting knowledge and information to communities/public about matters before Parliament so as to enable them to participate effectively in the decision-making processes on matters affecting them.

## INPUT ON PRE- PUBLIC HEARING WORKSHOPS

### 8.1 NGAKA MODIRI MOLEMA DISTRICT

8.1.1 A suggestion was made that Road Accident Funds to be reduced to fix the road.

### 8.2 DR RUTH SEGOMOTSI MOMPATI DISTRICT

The process on how to apply for a taxi permit will it remain the same.

The capacity for a taxi will this also change.

The Bill are failing the people, why change the Bill.

### 8.3 DR KENNETH KAUNDA DISTRICT

This Bill will enable corruption at municipalities.

The Bill does not empower economic empowerment

Clause 13 – no process to follow

### 8.4 BOJANALA DISTRICT

8.4.1 The Bill must bring back the railway as it will benefit the people of the North West Province

8.4.2 This bill does not empower the economic development

## 9 PUBLIC HEARING INPUTS/CONCERNS

After the presentation by the Portfolio Committee, the public raised the following concerns;

### 9.1 NGAKA MODIRI MOLEMA DISTRICT

9.1.1 The community requests government to consider the taxi industry has not been developed for a very long time, they wanted to know if the Bill will not cause unemployment.

9.1.2 The community raised dissatisfaction as there are some officials at the Legislature who have registered a taxi business and are competing with taxi associations, they capture procurement to serve their own interests, for example there are two taxis from Mafikeng with a quotation of R48000 but the owner will receive R10 000.

9.1.3 The community registered a concern that since Covid 19 the taxi industry is in arrears of payments while government officials are abusing state resources.

9.1.4 The Bill should assist the Department of Transport to operate.

9.1.5 The community inquired how the Bill will assist municipalities in issuing operating licences.

- 9.1.6 The community sought clarity on when the government is going to subsidise the taxi industry while the other Provinces are getting subsidy, and which requirements are needed to qualify for subsidy.
- 9.1.7 The community request clarity between the Council Regulator and National Public Transport Regulator Licensed.
- 9.1.8 Ngaka Modiri Molema Taxi Association raised a concern that government has been transforming other sectors and not assisting Taxi Association.
- 9.1.9 A concern was raised that the incorporation of this legislation and other fragmented legislation affect sectors such as aviation and maritime, will it not create unemployment
- 9.1.10 Tswaing Taxi industry has been operating for 5 decades without subsidy. The Minister must look into the taxi industry being subsidised.
- 9.1.11 The piece of legislation might impede on the taxi industry as, an owner may have 10 taxis and possibly has to reduce the amount, which would affect their livelihood. The taxi industry has developed on its own, when there was no regulating legislation, Taxi Associations complied respective Constitutions, which are not aligned to any law or the Constitution of South Africa. The concern raised is that will this not restrict taxi operations.
- 9.1.12 Ngaka Modiri Molema Taxi Council raised a concern that the taxi industry are the main stakeholders. The sector transports more than 30% of commuters. The concern is that there are illegal operators, the question raised is how has the legislation addressed this challenge, the legislation threatens the livelihood of the taxi industry, with regard to illegal operators.
- 9.1.13 The taxi industry has operating licences, the illegal operators are not paying any licences and do not account anywhere.
- 9.1.14 SANTAGO Ngaka Modiri Molema raised a concern that the Municipal Regulatory Entity, and the Provincial Regulatory Entity which issue licenses has backlog from 2012, 13 years down the line some taxis are operating without licenses. Another concern raised is that there are people in the taxi industry that have been asking for operators to subsidise the industry, the work of the industry is to transport commuters.
- 9.1.15 The question raised regarding STER is that it creates interests, expectation. when will it be implemented?
- 9.1.16 A question was raised is that there is a National Transport Regulator, will STER take over the Transport Regulator, with functions and responsibilities.
- 9.1.17 A concern was raised that there is emphasis on competition, will this legislation address disparities and ensure that there is fair competition in relation to fixed pricing.



## 9.2 DR RUTH SEGOMOTSI MOMPATI

- 9.2.1 The Community was concerned about the technicalities on how the Department of Transport will regulate public transport fees VS the ever-increasing fuel prices.
- 9.2.2 Public Members must be afforded opportunities to participate in decision making processes when PublicTransport Prices are being determined.
- 9.2.3 The Bill must enforce the Department of Transport and Roads to adhere to safety on the roads by ensuring that there is proper road infrastructure and regular maintenance of the roads. Taking in cognisance the dilapidated roads in the province.
- 9.2.4 The Department of Transport and Roads must intensify its monitoring and oversight mechanisms in ensuring that there are smooth relations amongst Taxi Associations in various areas within the province.
- 9.2.5 The Communities inquired whether the Door-to-Door Transport Services are regulated and have permits, the Bill must talk to that.
- 9.2.6 Members of taxi industry advanced concerns about discrepancies as far as subsidies are concerned, and highlighted that there is no subsidy for the Taxi industry in North West, subsidy is only afforded to the Bus Industry .
- 9.2.7 The Bill must detail how the newly proposed Transport Economic Council will work together with the current Transport Appeals Tribunal.
- 9.2.8 The National Roads within the District, the N18 and N14 Roads must be improved as their conditions poses danger threats to road users.
- 9.2.9 The Department of Transport must put systems in place, which can easily identify vehicles which are not road-worthy and with expired licenses. This would also contribute to the creation of employment opportunities.
- 9.2.10 The Communities sought clarity on how the Bill will benefit the young people in terms of job creation as well as empowering them to be self-sustainable.
- 9.2.11 Communities wanted a detailed clarity on Regulating Entities, as proposed by the Bill.
- 9.2.12 The Department of Transport and Roads must address the purpose and application of the Bill by;
- ✓ Lay tarred road between Reivillo and Kagung to help access towards Kathu, Kuruman and Surrounding Mining areas in Northern Cape, which is 42 kms.
  - ✓ Lay tarred road between Reivillo and Lykso to access N14 Road.
  - ✓ Development of MOA between the North West and Northern Cape to fast track this development of economic development that will benefit the Reivilo and other nearby villages.

- ✓ The development of road infrastructure will raise economy of Reivilo by contributing of garages, wholesalers, agriculture, accommodation (Lodges and Hostels), business opportunities, youth empowerment and employment.
- ✓ The contribution of the last commitment to build a new road infrastructure of 32kms between Reivilo and Lukso to complete this process since the year 1992.
- ✓ Isolated areas like Reivilo exposes how road infrastructure can benefit to compete with areas like Vryburg and Kuruman, if road connecting Kuruman and Lukso can be improved.

### **9.3 DR KENNETH KAUNDA DISTRICT**

9.1 The provincial government to assist Municipalities to have by-laws e.g Maquasi Hills Municipality.

9.2 The Act is silent on the number of taxi associations to be approved per municipality because most municipality have more than one association and this causes fights over taxi routes.

### **9.4 BOJANALA DISTRICT**

9.1 The Community appreciate the capacity within the municipalities

9.2 A concern was raised that the government must reduce tollgates fees especially Swartregens tallgate

9.3 This bill does not empower the economic development

## **10 ADOPTION OF THE BILL**

The four districts in the province are supporting the Bill

## **11 ACKNOWLEDGEMENTS**

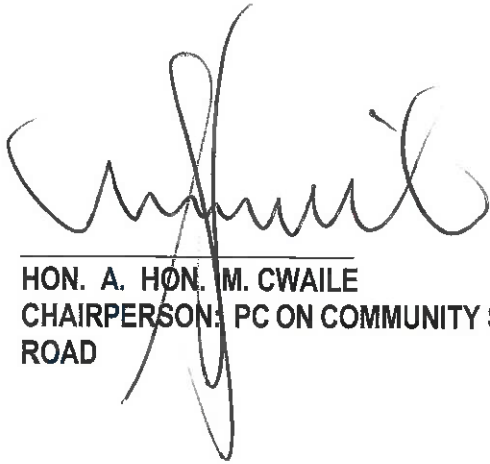
The Chairperson of Committee thanked all the present Members for their commitment to the oversight process of the National Land Transport Amendment Bill [B 7F – 2016]

The Chairperson of Committee would also like to thank the support staff for contributing in compiling this report.

## **12 ADOPTION OF THE REPORT**

The Portfolio Committee recommends that the House approve the passing of the The Economic Regulation of Transport Bill and mandates the North West Permanent Delegate in the National Council of Provinces to vote in support of the The Economic Regulation of Transport Bill as tabled by the Minister of Transport.

I present to this House this report of the Portfolio Committee on Community Safety and Transport Management, Public Works and Roads for consideration and adoption.



HON. A. HON. M. CWAILE  
CHAIRPERSON: PC ON COMMUNITY SAFETY AND TRANSPORT MANAGEMENT, PUBLIC WORKS AND ROAD

13/06/2023  
DATE