**National Assembly**

**Question Number: 2486**

**Mr M S F de Freitas (DA) to ask the Minister of Transport:**

With reference to the reply to question 3817 on 28 November 2017, (a) why are height restrictions of 4,3 m going to be re-introduced, (b) what economic impact analysis has been undertaken in relation to the country’s immediate neighbours, including the countries of the Southern African Development Community, internationally once the specified restrictions have been re-introduced and (c) what are the results of the analysis?

**NW2679E**

**REPLY:**

(a) There is no re-introduction of the vehicle and load height restriction as provided for in terms of regulation 224 of the National Road Traffic Regulations, 2000 under the National Road Traffic Act, 1996 (Act No.93 of 1996) (“the Act”). The height restriction has always been part of the Act. The special dispensation that was granted exempting the operation of motor vehicles transporting ISO Containers from complying with the provisions of regulation 224(b) is lapsing with effect from 1 January 2019. This special dispensation was granted to allow the industry to procure and/or source complaint trailers to transport high cube containers come 01 January 2019. The intention was not to exempt the industry indefinitely.

(b) There is no obligation on my Department to conduct an economic impact analysis because there is no intention to amend Regulation 224 of the National Road Traffic Act. It would go against the established legislative drafting conventions for my Department to conduct an economic impact analysis or research whilst the legislation is in effect. Simply put, research informs legislative drafting not the other way around.

(c) Refer to (b) above.