

Limpopo Legislature

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FROM: MPHO SEABEA

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PAGES: 05

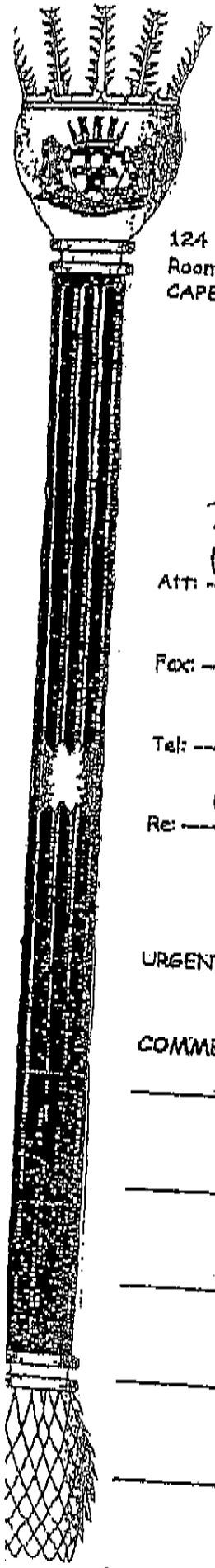
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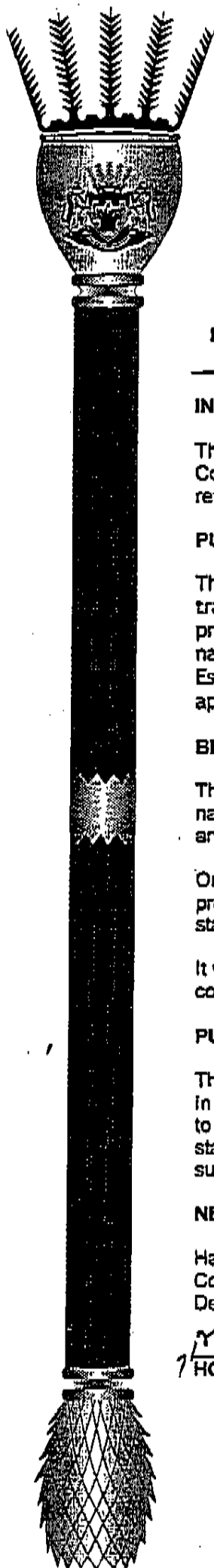
DATE: 13/10/08

RE: NEGOTIATING MANDATES: TRANSPORT BILLS

URGENT FOR REVIEW PLS COMMENT PLS REPLY PLS RECYCLE

COMMENTS:
[B39B-08]
[B51B-08]
[B32B-08]





Limpopo Legislature

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0700

PORTFOLIO COMMITTEE ON ROADS & TRANSPORT**NEGOTIATING MANDATE ON THE NATIONAL LAND TRANSPORT BILL [B 51B – 2008]****INTRODUCTION**

The National Land Transport Bill 2008 was referred to the Legislature by the National Council of Provinces. Upon receipt by the Provincial Legislature, the Bill was further referred to the Portfolio Committee on Roads and Transport for consideration.

PURPOSE OF THE BILL

The primary aim of the bill is complete the transformation process started in the transitional phase and give effect to national policy. The bill also seeks to prescribe national policies, principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces. Essentially, the bill to consolidate land transport functions and locate them in the appropriate sphere of government.

BRIEFING BY NCOP DELEGATES

The Permanent Delegate from the National Council of Provinces and Officials from national Department of Transport briefed Members of the Portfolio Committee on Roads and Transport on the implications of the Bill in its entirety.

On the basis of this briefing, the Portfolio Committee felt that the bill contains several provisions which are controversial and Committee felt that consultations with relevant stakeholders is necessary.

It was for these reasons that the Portfolio Committee on Roads and Transport decided to conduct public hearing to solicit inputs on the bill.

PUBLIC HEARING

The Committee convened a provincial public hearing on the Bill on the 07 October 2008. In this public hearing, all stakeholders agreed that while appreciating time constraints tied to the Bill, more time is required to consult amongst themselves. In this regard, stakeholders felt that a period of four weeks would be enough to enable them to sufficiently consult among themselves.

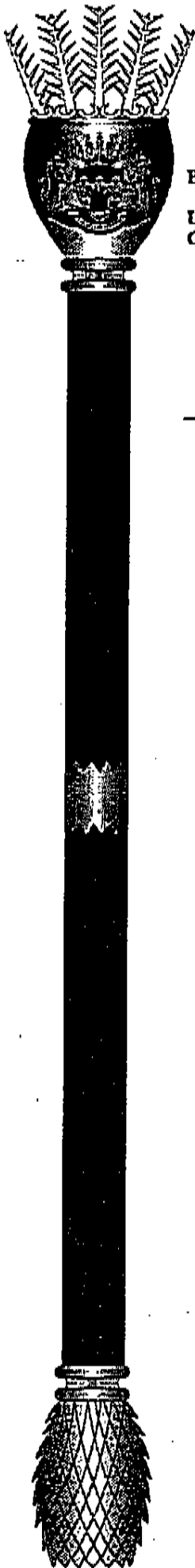
NEGOTIATING MANDATE

Having considered the Bill and undergone processes mentioned above, the Portfolio Committee on Roads and Transport confers a negotiating mandate on our NCOP Delegates to negotiate while we are awaiting public inputs as per their request.

M.P.K TSHIVHASE
HON TSHIVHASE M P K

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PORTFOLIO COMMITTEE ON ROADS & TRANSPORT

NEGOTIATING MANDATE ON THE NATIONAL RAILWAY SAFETY REGULATOR BILL [B 32B – 2008]

1. INTRODUCTION

The National Railway Safety Regulator Bill 2008 was referred to the Legislature by the National Council of Provinces. Upon receipt by the Provincial Legislature, the Bill was further referred to the Portfolio Committee on Roads and Transport for consideration.

2. PURPOSE OF THE BILL

In essence, the Bill seeks to effect additional changes in the principal Act with regard to the definition of some concepts such as '*dangerous goods*' to accommodate future changes on SABS standards. These additional definitions were necessary because some were not clear and they had to be reviewed and simplified for proper transport planning regime. The Bill also makes provision aimed at empowering the Minister to include monorails, trains and fixed rail on track systems running on pneumatics.

Further than this, the Bill also covers issues relating to accountability lines of the CFO of the RSR, appointment of staff, investigative procedures of occurrences, and improvement of safety performance in railway industry.

BRIEFING BY NCOP DELEGATES

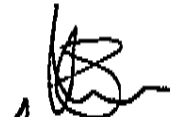
The Permanent Delegate from the National Council of Provinces and Officials from national Department of Transport briefed Members of the Portfolio Committee on Roads and Transport on the implications of the Bill in its entirety. On the basis of this briefing, the Portfolio Committee felt that there are no controversial issues from the Bill and as such Permanent Delegates are mandated to pursue negotiations on the Bill.

3. COMMITTEE POSITION ON THE BILL

It was for these reasons that the Portfolio Committee on Roads and Transport decided to continue with the negotiations.

4. NEGOTIATING MANDATE

Having considered the Bill, the Portfolio Committee on Roads and Transport confers a mandate on our NCOP Delegates to negotiate in favour of the Bill.

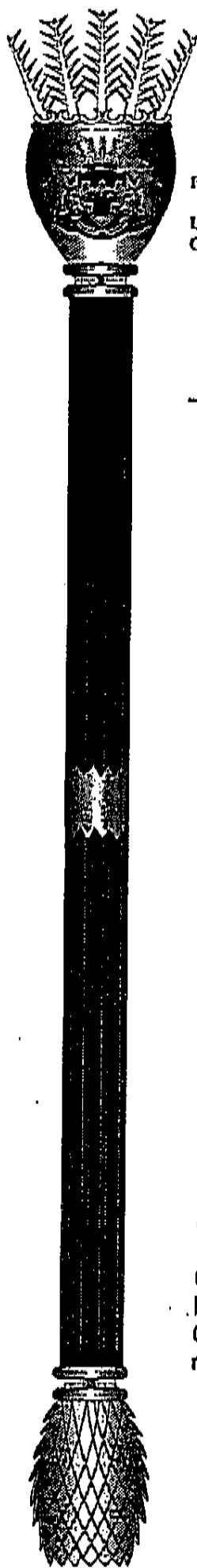


HON TSHIVHASE M P K

CHAIRPERSON: PORTFOLIO COMMITTEE ON ROADS & TRANSPORT

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PORTFOLIO COMMITTEE ON ROADS & TRANSPORT

NEGOTIATING MANDATE ON THE NATIONAL ROAD TRAFFIC AMENDMENT BILL [B39B - 2008]

1. INTRODUCTION

The National Road Traffic Amendment Bill 2008 was referred to the Legislature by the National Council of Provinces. Upon receipt by the Provincial Legislature, the Bill was further referred to the Portfolio Committee on Roads and Transport for consideration.

PURPOSE OF THE BILL

The bill seeks to amend the principal Act by inserting certain definitions so as to prohibit unauthorised use of traffic officer's infrastructure number and further require the display of their nametags as well as general requirements for qualification as national inspectors at training centres. The bill also sets out processes by which driving licenses are issued.

Further than this, the Bill also empowers the Minister to prescribe the manner and form of accident reporting and circumstances under which emergency vehicles can disregard set rules of the road. MECs are also empowered to set fees, delete obsolete provisions and provide for matters connected therewith.

BRIEFING BY NCOP DELEGATES

The Permanent Delegate from the National Council of Provinces and Officials from national Department of Transport briefed Members of the Portfolio Committee on Roads and Transport on the implications of the Bill in its entirety.

On the basis of this briefing, the Portfolio Committee felt that the bill contains several provisions which are controversial and Committee felt that consultations with relevant stakeholders is necessary.

It was for these reasons that the Portfolio Committee on Roads and Transport decided to conduct public hearing to solicit inputs on the bill.

PUBLIC HEARING

The Committee convened a provincial public hearing on the Bill on the 07 October 2008. In this public hearing, all stakeholders agreed that while appreciating time constraints tied to the Bill, more time is required to consult amongst themselves. In this regard, stakeholders felt that a period of four weeks would be enough to enable them to sufficiently consult among themselves.

NEGOTIATING MANDATE

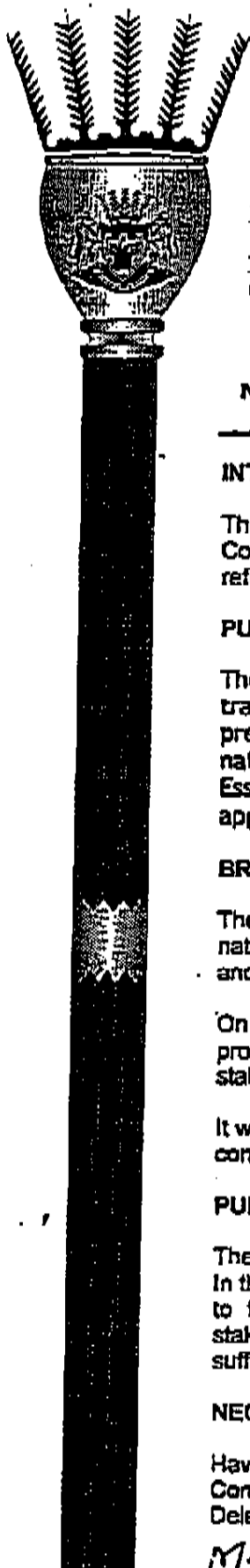
Having considered the Bill and undergone processes mentioned above, the Portfolio Committee on Roads and Transport confers a negotiating mandate on our NCOP Delegates to negotiate while we are awaiting public inputs as *per* their request.



HON TSHIVHASE M P K

CHAIRPERSON: PORTFOLIO COMMITTEE ON ROADS & TRANSPORT

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PORTFOLIO COMMITTEE ON ROADS & TRANSPORT

NEGOTIATING MANDATE ON THE NATIONAL LAND TRANSPORT BILL [B 51B - 2008]

INTRODUCTION

The National Land Transport Bill 2008 was referred to the Legislature by the National Council of Provinces. Upon receipt by the Provincial Legislature, the Bill was further referred to the Portfolio Committee on Roads and Transport for consideration.

PURPOSE OF THE BILL

The primary aim of the bill is complete the transformation process started in the transitional phase and give effect to national policy. The bill also seeks to prescribe national policies, principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces. Essentially, the bill to consolidate land transport functions and locate them in the appropriate sphere of government.

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M.P.K. TSHUJASE

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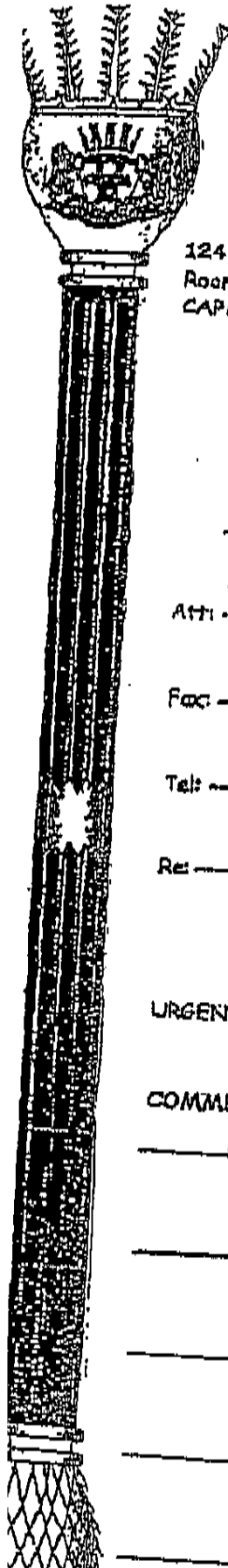
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