ICRM Bill 06

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2 November 2012

For the attention of the Portfolio Committee on Transport: Ms Valerie Carelse
Portfolio Committee on Transport
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DRAFT

TRANSPORT LAWS AND RELATED MATTERS AMENDMENT BILL

SUBMISSION BY

DR HEIN WIESE

1. Introduction

I welcome the opportunity to make a submission to the Parliamentary Portfolio Committee on the Amendment Bill.

While appreciate the opportunity to comment, I do belief that there is still difficulties to be addressed before the amendments can be implemented. There are widespread criticisms on the impact of the Gauteng Toll Road on the community at large and it will not be widely accepted if implemented without further consultation.

2. Alternative funding mechanisms

The Bill fail to address alternative funding mechanisms and it impacts would be felt by various important role-players in the South African economy.

The following are concerns that have not been addressed:

1) The impact on the tourism industry. The Sedibeng area has targeted tourism as a key driver to address job creation and investment attraction and this impact is not addressed at all.
2) The impact on the industrial activities. Current international economic conditions are impacting very negatively on the demand for iron, steel, aluminium, chemical and related products and this cost factor must be taken into consideration in implementing the Gauteng Toll system.

3) The DTI has published the SEZ Bill and this initiative will be negatively affected by the Toll system. The timing of both Bills in isolation of each other is not well planned since it will impact negatively on the success of the SEZ initiatives. The SEZ initiatives are based on international best practice principles to create jobs and attract investment and the Toll system impact negate the positive initiates from another Government Department leading silo planning.

4) The impact on 40% of goods manufactured in South Africa in Gauteng on inflation will not be supporting National Government initiatives to manage inflation within a band as announced by the SARB.

5) The costing impact on the rental car business and how the invoicing will be managed will impact negatively on the Activity Based Costing principles, another example of the cost of doing business in South Africa as another red-tape example. Has international best practice principles been investigated and recommendations made for South Africa.

3. Comments on the Amendments

3.1. Section 4 of CBRTA Act: Do not agree that CBRTA must manage collections, following the qualified audit received. SANRAL has introduced the system, they must be able to manage the collection. Transferring the function will add to administrative costs.

3.2. Section 60 of SANRAL Act: Operations outside the National Credit Act is not supported.

4. Please acknowledge receipt of my submission.

Sincerely yours

Dr Hein Wiese

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