

Section: 8

CHIEF DIRECTORATE: PUBLIC AND FREIGHT TRANSPORT



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Senior Manager:
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Senior Manager:
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Mr. John Kapueja

P U B L I C A N D F R E I G H T T R A N S P O R T

The aims of the Chief Directorate are to ensure:

- integrated planning and provision of public transport services and facilities
- the conducting of transportation studies as part of integrated development
- the management and regulation of road transportation industries
- the economic development of the public transport and freight industries and
- the provision of affordable transportation to the people of KwaZulu-Natal

Key strategic objectives for the Public and Freight Transport Chief Directorate are:

- (a) to establish a sound and effective institutional framework for the overall management of the transportation system in the Province
- (b) to develop and promote an effective and efficient transport system
- (c) to establish an effective and enforceable regulatory system
- (d) to ensure a financially and environmentally sustainable transportation system
- (e) to satisfy the requirements of public transport passengers with special needs within affordable limits
- (f) to promote projects which contribute directly to economic development, job creation, capacity building and skills transfer
- (g) to ensure sustainable funding for the development and provision of public transport
- (h) to develop a transportation system that promotes enhancement of rural development
- (i) to develop a transport system that ensures the safety of operators and users

The Department sees its prime role in the longer term as:

- developing policy and legislation
- promoting provincial policy
- setting norms and standards
- co-ordinating plans and programs of the municipal councils in line with Provincial policy
- assisting municipalities that lack capacity
- monitoring the attainment of Provincial policy

PUBLIC AND FREIGHT TRANSPORT

Directorate: Freight Transport**Overview**

The road network in South Africa is a national asset, which is used for moving goods and services on a daily basis, and thereby stimulating the economic growth of the country.

It is estimated that at least 25% of all loaded heavy vehicles travelling on the national road network are overloaded. However, weigh-in-motion statistics have shown that only 12% of heavy vehicles are overloaded in KwaZulu-Natal, as a result of the Province's dedication to overloading control.

Overloading Control Strategy In KwaZulu-Natal

During 2003/04, a total of 101 248 vehicles were weighed at the 14 operational Provincial weighbridges. Of the 101 248 vehicles weighed in , 88 379 were weighed on the N3 corridor. The number of vehicles weighed during 2003 represents a decrease when compared to 187 960 vehicles weighed during 2002/03. This was primarily due to the teething problems experienced during the roll out of the new TRAFMAN weighing module and the wide area network communications links. These problems are presently being investigated and will be resolved soon.

All the Provincial weighbridges were calibrated or tested bi-annually. Preventative maintenance was carried out quarterly to minimise the need for major repairs. Ad-hoc repairs were also necessary due to general wear and tear, as well as when lightning hit the steel bridges. The total cost of testing, maintaining and carrying out repairs to the existing weighbridges was R 1, 4million. No new weighbridges were built during the financial year under review.



PUBLIC AND FREIGHT TRANSPORT



The Westmead and Mkondeni weighbridges, were upgraded and extended to 22 metres, to ensure effective and efficient weighing could be carried out.

Excellent monthly and annual overloading control reports are produced for the Department by CSIR, which are used extensively to monitor overloading in the Province and to highlight the habitual transport offenders. The CEO of the most frequent offenders, are approached by the Department and SANRAL, and are advised that a view to taking serious action will be implemented if their overloading practices continue.

There has however been a continued decrease in the extent of overloading on the N3 corridor from 16% prior to March 2000 to approximately 12% during 2003. There has also been a significant reduction in the degree of overloading in the Province. These trends are very positive, and are the fruits of sustained overloading control by the Department.

Dangerous Goods

A general increase in freight transportation has raised concerns about the safety of people and the environment which are exposed to dangerous goods being transported on roads, rail and pipelines.

No reliable and comprehensive figures on the volume of these dangerous goods are available, making it difficult for regulations and enforcement and to evaluate underlying risks or hazards.

PUBLIC AND FREIGHT TRANSPORT

Overload Control

Measurable Objective	Performance Measure Targets 2003/04	Actual Outputs		Actual Outputs	
		2000/01	2001/02	2002/03	2003/04
Input					
Number of weigh bridges	15	14	14	14	14
Process					
Hours weigh-bridges to be operated	26,048	28,419	29,465	24,808	20,471
Number of transport vehicles inspected	166,300	138,367	147,113	187,960	101, 248
Output					
% of vehicles overloaded (i.e. over the 5% tolerance)	5	13	8	5,5	6,2
Number of vehicles impounded	8,315	18,117	12,496	10,386	7,104

CSIR Study

The Department identified the need for a study to identify the movement of dangerous goods within the Province and the possible recommendations for dangerous goods in terms of the NLTTA planning requirements. The objectives of the study were:

- to identify the size of the flow of dangerous goods within the Province
- determine the most frequently used routes
- advise on an effective approach for providing updates on dangerous goods information
- provide for GIS mapping of goods flow, according to modal split i.e. road, rail and pipelines.

The final report was completed in February 2004 and is presently being studied.

Abnormal Loads

To protect the investment in road infrastructure, as well as for road safety and traffic management, the Road Traffic Act and Regulations limit the mass and the permissible dimensions of vehicles operating on public roads.

Under special circumstances, a need may arise to accommodate vehicles or loads that are practically unable to comply with the provisions of the Road Traffic Act and Regulations. In such cases, the Act empowers road authorities to issue exemption permits under strictly controlled

PUBLIC AND FREIGHT TRANSPORT

conditions in terms of guidelines set out in the TRH 11 document. The number of permits issued by the Department's Permit Office in 2003/04 was 5 762.



Freight Transport Policy

The policy development process was initiated in the 2003/2004 financial year, and thus far the following has been achieved:

- comprehensive, interactive drafting of the document through the KwaZulu-Natal Freight Task Group was completed
- comprehensive public consultation process completed in all four regions
- consolidation of all inputs from all stakeholders
- compilation of a Draft White Paper on KwaZulu-Natal Freight Transport Policy
- publication of the document in three languages i.e. English, Afrikaans & Zulu

The document is to be taken through the parliamentary process for approval as a White Paper during 2004/2005 financial year

PUBLIC AND FREIGHT TRANSPORT

Railline revival

During the year 2003/2004, the KwaZulu-Natal Department of Transport undertook two studies on revival of Rail Branch Lines in the Province. The objective of the first study was to establish opportunities that could be created for SMME's if Provincial Rail Branch Lines were to be revived and function optimally. This study revealed that 1062 sustainable jobs could be created and sixty five (65) SMME's established.

The second study had been undertaken to determine implementation strategy to achieve the above mentioned objective. This study revealed a model that would result in the significant shift of cargo from road to rail, thus relieving the Province of unsustainable road maintenance due to the excessive destruction by heavy vehicles.

The implementation of the project will be undertaken in various phases during the forthcoming financial year. Initial phase will involve presentations of the model to the relevant Stakeholders, which include National Department of Transport, Department of Public Enterprises, Transnet, etc. This will be mainly to seek the Stakeholders buy-in and support, which will culminate in the pilot project. The pilot project will involve a single identified branch line unit and will thereafter be rolled through out the entire Province.

Road to Rail Study

Subsequent to the Rail Branch Line Study, the Department embarked on a study to identify a model or models that can be applied to revive branch lines and optimally split cargo between roads and rail modes.

A Steering Committee consisting of Chief Directors from the Department was established, and drove the process until the report was produced in March 2004. The implementation process will be carried out during the financial year 2004/2005.

KwaZulu-Natal Freight Transport Data Bank

The Department has developed a multi-modal databank of freight transport activities within KwaZulu-Natal, on the main transport routes, between industrial areas, ports and transit corridors. The databank provides an integration of statistical information about the volumes, origins and destinations of traffic in each mode of transport, including freight volumes, traffic counts, accidents, overloading statistics and trends in significant indicators. The freight databank was launched by the KwaZulu-Natal Transport MEC Mr. S'bu Ndebele on the 15th August 2003 in Durban.

SMME Development

Large companies are currently dominating the Freight Transport Industry and small/emerging operators are unable to play a significant role therein. The Department had identified one of the factors that limits SMME participation as the lack of business skills.

In order to address this issue, the Department conducted Business Skills Training in all four regions of the Province and trained one hundred and thirty eight (138) candidates. Training consisted of five (5) modules i.e. Marketing Management, Pricing and Costing, Business Management, Freight Documentation and Financial Management. The Department also assisted with the establishment of co-operatives.

PUBLIC AND FREIGHT TRANSPORT

Directorate: Contract Management

The Contract Management Directorate ensures that the Department provides first class, safe, reliable and affordable public transport to the commuters in the Province through the equitable allocation of the Provincial public transport subsidy contracts.

Since buses are a key element in the provision of public transport, it is believed that improving bus transport services and expanding the role of the bus operators can have an immense impact on socio-economic growth and development. In order to ensure this, RDP has become a major contractual requirement, resulting in stringent monitoring and evaluation of RDP commitments.

The Department further continues to adopt and implement a black economic empowerment strategy, in order to achieve the most critical impact in promoting accelerated economic development and empowerment of small bus operators. Various strategies had been implemented, to ensure that a significant increase in the level of Black Economic Empowerment was achieved through procurement, ownership and management in the transport industry.

Responding to the above-mentioned environment, the Department has implemented programs that aim to promote and accelerate visible and true transformation in the bus industry. The current example is the handing over of twelve buses to Previously Disadvantaged Individuals of which one of them is Thembekile Bus Service which is 100% Black-owned. Such initiatives help achieve a substantial change in the racial composition of ownership and management structures of existing and new enterprises.

The past year has seen several small companies being bought by empowerment companies. In 2003/04, more than R120million was paid to empowerment companies. Currently, over one hundred (100) vehicles are operated by sub-contractors, seventy (70) by empowerment companies and a further five hundred and fifty seven (557) by empowerment joint ventures.



Another of the Departments responsibilities: managing bus subsidies

PUBLIC AND FREIGHT TRANSPORT

Activities of the Contract Management Directorate

- administration, monitoring and control of the subsidised transport contracts
- management and monitoring of Black Economic Empowerment
- management and monitoring of the implementation of community projects (RDP)
- community liaison

Administration, Monitoring and Control of the Subsidised Transport Contracts.

The bus subsidy allocated to the KwaZulu-Natal Department of Transport to undertake subsidised transport services on an agency basis on behalf of National Department of Transport has increased from R 408million in 2002/2003 to R 420million in 2003/2004. Over the past year, subsidised transport has provided commuters with over 2,400,000 subsidised passenger trips. This covered over 49,000,000km.



Some of the Department subsidised bus companies

Year	Subsidy	% Increase
2000/2001	R326,434,552	11%
2001/2002	R365,836,681	12%
2002/2003	R408,395,730	12%
2003/2004	R420,200,000	3%

PUBLIC AND FREIGHT TRANSPORT

The Department ensures that KwaZulu-Natal receives an equitable share of the national public transport subsidy budget in order to ensure prosperity through mobility in the Province and to provide communities access to a better, safe, reliable and affordable bus transport service.

At present, there are thirty seven (37) tendered contracts in KwaZulu-Natal and two (2) interim contracts. The tendered contracts make up 2 045 buses and the interim contract seventy seven (77) buses.

Management and Monitoring of Black Economic Empowerment

The economic, political and social marginalisation of Black persons led to significant structural distortions in the bus industry as well as in economic development. To date, the system is characterised by a deep structural crisis, low-growth equilibrium, economic exclusion and underdevelopment. While much has been achieved, the extent to which the majority of Black people participate meaningfully in the system remains far too limited and it is necessary to introduce a coherent and focused strategy for broad-based Black Economic Empowerment.

Durban Transport Empowerment Deal

Completion of the conversion of bus contracts, tender/negotiated contracts has resulted in Durban Transport participating in a negotiated contract as from October 2003. This has resulted in one of the largest empowerment deals in the transport industry with the Taxi Industry as well as staff members of the mother bus company now holding major shares. Durban Transport has also become the largest single subsidised operation in KwaZulu-Natal and consists of a fleet of five hundred and fifty seven (557) buses and operates, on average, 49,360 contract trips per week.

One of the Department's main focuses over the past year was to ensure that genuine empowerment took place through sub-contracting. A status report providing insight as to the problems being encountered has been compiled and several strategies have been implemented to ensure firstly that proper training of sub-contractors takes place, and secondly that genuine empowerment is achieved.



Empowerment success story

PUBLIC AND FREIGHT TRANSPORT

Reconstruction and Development Projects arising from Contractual Commitments

The Department has begun to intensify the implementation and monitoring of the RDP. Bus Operators have committed themselves to the Reconstruction and Development Program by allocating a part of their profits to community development. This is done within the national framework of the RDP principles driven by common goals and shared attitudes which support the organisations performance improvement. Several infrastructure projects were started all over the Province. Most of these projects involved the building or refurbishment of school classrooms and toilets. Some of these projects are now completed. Below is a list of completed infrastructure projects.

Courses held at Traffic Training College

AREA	OPERATOR	PROJECT
Sundumbili (Mandeni)	Darnall Motor Transport	Built hall / laboratory for school for handicapped
Embabe (Empangeni)	Alton Coach (Empangeni)	Repainted classrooms, threw new floor, replaced roof section and ceilings, built new toilets
Bhekuzulu Village (Vryheid)	Nondweni Bus Service	Constructed 4 new classrooms and a toilet block.
Barkley Side (Vryheid)	Nondweni Bus Service	Built basketball/netball court for school
Echoseleni (Table Mountain)	Kalamazoo Bus Service	Built four new classrooms
Ndwedwe (Valley of 1000 Hills)	KZT Country Cruiser	Built new Administrative block for Magudwini High School
Mpophomeni (Howick)	Impendhle Bus Services	Renovation/Upgrading of Mpophomeni stadium
Ntembeni	Duzi Bus Services	Purchased chairs for community hall
Melmoth	Ulundi Bus Service	Purchased ambulance for Pola Emergency Medical Services
KwaDlangezwa (Empangeni)	Mthunzini Bus Services	Build one classroom school in Dlangezwa
KwaNdengezi (Pinetown)	Marinpine Port	Purchase of five computers for KwaManzini Higher Primary School

PUBLIC AND FREIGHT TRANSPORT

Embabe (Empangeni):

Alton Coach was approached by a school to assist with its maintenance. Classrooms were in desperate need of paint and part of the roof needed replacing. The toilets were in a shocking condition and a new toilet block needed to be constructed. A concrete walkway was needed to link the two classroom blocks during wet and muddy weather conditions.

*Old Classroom**Old Toilet Block**New Classroom**New Toilet Block*

PUBLIC AND FREIGHT TRANSPORT

Bhekuzulu Village – Nondweni:

Nondweni Bus Service was approached by the community in the vicinity of the Bhekuzulu Village regarding schools. The village had no school and they requested Nondweni Bus Service to assist the community by constructing four (4) classrooms and a toilet block. As can be seen below, the quality of workmanship in building these classrooms is excellent and clearly shows dedication from the bus operator and the impact to the community served.



New Classrooms



New Classrooms



New Toilets

Sundumbili (Mandeni):



Old Classroom



New Classroom

Darnall Motor Transport was approached by the Ethel M. Kamasinga Mthuyane School in Sundumbili, Mandeni. The school caters for disabled scholars in the Mandeni area and was in desperate need of a new classroom that could also be used as a science laboratory. Despite Darnall Motor Transport having a relatively small contract they agreed to build the classroom.

PUBLIC AND FREIGHT TRANSPORT

The Department through its Reconstruction and Development Program continues to help previously disadvantaged communities by encouraging subsidised bus operators to re - invest in the communities they serve.

Community Liaison: Passenger Liaison Committees

The Department is committed to fulfilling and addressing the transport needs of the communities serviced by subsidised bus transport in the Province. Only by institutionalising public participation and strengthening democratic governance that can this be achieved.

In consultation with the commuters, operators and various stakeholders within the communities, Passenger Liaison Committees have been established. The people who live in communities that are being serviced by the bus operator, democratically elect each committee. Committee meetings for each operator are held monthly/bi-monthly/quarterly where bus transport related issues/concerns are discussed. These structures assist the Department in identifying and addressing transport problems and the needs of the commuters. These structures also serve to ensure broad consultation and co-operation.

The way forward

The 2003/04 financial year was a year in which much was achieved and the recent staff appointments have allowed the Department to focus more on its key areas such as safety and empowerment. The Department is looking forward with excitement to the year ahead, which should provide more opportunity and empowerment ventures to take place, at the same time ensuring that public transport becomes an even safer option.

Directorate: Public Transport Policy and Planning

Purpose and functions

The vision of the Public Transport Policy and Planning Directorate is as follows:

- plan, develop and manage transportation that conforms to the mobility needs of the public, industry and government and that promote sustainable development.

This vision is supported by the following functions, which form the basis of the Directorate's mandate:

- constant development and reviewing of Public Transport policies and legislation.
- develop, co-ordinate and manage the passenger transport plans to ensure an affordable, sustainable, safe and attractive public transport system.
- development and promotion of Public Transport.
- monitor implementation of Passenger Transport Policy through local government, Registrar's office, Public Transport Licensing Board and Enforcement Agencies, and make necessary adjustments.
- introduction and promotion of Transportation research and special projects.

PUBLIC AND FREIGHT TRANSPORT

Passenger Planning

The 2003/2004 financial year saw the beginning of public transport planning in the Province. In accordance with National Land Transport Transitional Act of 2000, all Planning Authorities at the local level are responsible for the preparation of transport plans. The Department has successfully assisted Planning Authorities by providing technical and financial support in preparation of the required transport plans.

The initial phase of Provincial planning has been to establish communication channels between the Department and planning authorities, prepare Provincial planning guidelines to assist planning authorities in developing the required plans at a lesser cost, while complying with legislative requirements and, further, to provide funding and co-ordinate the preparation of the required plans.

The achievements can be summarised as follows:

Provincial Land Transport Framework	Provincial Land Transport Framework completed still in Administrative processes for approval
Transport Planning Guidelines	<ul style="list-style-type: none"> Generic briefs and report template have been completed and are used by Municipality Provincial Operating Licence Strategy Framework completed and is in process for approval

KZN DOT DISTRICT MUNICIPALITY / METRO (BY NAME AND NUMBER)	STATUS OF PLANS
DC 21 Ugu District Municipality	CPTR phase 1 completed
DC 22 Umgungundlovu	CPTR completed PTP under development
DC 23 Uthukela	CPTR phase 1 completed
DC 24 Umzinyathi	CPTR completed
DC 25 Amajuba	CPTR completed PTP under development
DC 26 Zululand	CPTR phase 1 completed
DC 27 Umkhanyakude	CPTR completed
DC 28 Uthungulu	CPTR completed PTP under development
DC 29 Ilembe	CPTR completed PTP under development
DC43 Sisonke	CPTR completed PTP under development Framework completed and is in process for approval

PUBLIC AND FREIGHT TRANSPORT

Non-Motorised Transport (NMT)

Funding of non-motorised transport was made available for the rollout of the Rural Bicycle initiative. Thus far, seven (7) new micro-businesses were established and three (3) existing micro-businesses were provided with additional training and re-supplied. The total of ten (10) micro businesses had been allocated to the following areas:

District Municipality	Town
Umzinyathi District Municipality	1. Muden 2. Tugela Ferry
Ilembé District Municipality	1. Maphumulo 2. Nkobongo (Shaka'a Kraal) 3. eMacambini (Gingindlovu) 4. Bamshela (Ndwendwe)
Ugu District Municipality	1. Izingolweni
Umkhanyakude District Municipality	1. Hlabisa
Sisonke District Municipality	1. Centocow 2. Nkumba (Bulwer)

The long-term supply of the shops is currently being negotiated with NGOs interested in rural development and cycling promotion. Funding of R1,9million was secured from the National Department of Transport for the rollout of further NMT projects. This includes R500,000 for the further rollout of the bicycle initiative and R1,4million for the construction of a NMT corridor between Edendale and the Pietermaritzburg CBD.

Policy Development

The Department has been involved in the development of a Provincial Land Transport Bill and various public transport policies. The achievements on these matters can be summarised as follows:

Provincial Land Transport Bill

In line with chapter three of the National Land Transport Transition Act (NLTTA) as well as the recommendations of the Taxi commission, the Department initiated the process of developing the Provincial Land Transport Bill.

The Department appointed a consortium to assist with the review and consultations as well as the drafting of the Provincial Land Transport Bill. The following milestones were thus achieved.

PUBLIC AND FREIGHT TRANSPORT

- establishment of steering committee
- confirmation of policy
- first draft
- internal consultation
- second draft
- internal consultation
- third draft
- stakeholder consultation

The third draft was submitted to the Minister of Transport for approval.

Only some of the outside stakeholders were consulted due to the process coinciding with the election period. The rest of the consultation process is to be finalised by the end of May 2004

Scholar Transport Policy Framework

Transportation of learners and special categories of passengers have been neglected in the country as well as in the Province. The National Transport Policy and the NLTTA require government, at all levels, to give priority to the transportation of school children. Heeding this call, the Department embarked on the process of formalising scholar transport. Organised structures of transport operators were consulted on the issue. Further, a number of road shows were held at a district municipal level with scholar transport operators. Meetings were also conducted with municipalities. Through this process, there were two challenges identified. Firstly, a number of operators are operating without proper permits or with no permits at all. Secondly, the transportation of school children is dominated by Light Delivery Vehicles. The Department decided to treat these two problems separately.

The first action was formalised to regulate scholar transport. This was done through the development of a Policy Framework, formalisation and legitimisation of the scholar transport sector. The procedure covers only vehicles contemplated in the NLTTA as public transport vehicles. The Policy Framework has been approved and forwarded to the Taxi Registrar and Local Road Transportation Board for implementation



While conducting road shows, the Department discovered that almost 80% of vehicles transporting scholars are Light Delivery Vehicles. These are not regarded as public transport vehicles. This constitutes the second challenge, which the Department felt could not be decided by the Department alone. A submission was then compiled and submitted to the office of the Minister for consideration by the Transport Portfolio Committee.

PUBLIC AND FREIGHT TRANSPORT

Public Transport Conflict Management Framework

The need for a Public Transport Conflict Management framework and a Judicial Taxi Commission of inquiry is highlighted by the increasing number of taxi operators

In line with the Departmental strategic plan which identifies violence in the transportation sector as a major impediment, that must be overcome if service delivery objectives are to be achieved, the Department has developed a draft Public Transport Conflict Management Framework. The framework should ensure a better co-ordination of the efforts of entities involved in conflict management and clearly sets out appropriate roles to be played by each of the institutions involved in the conflict.

KwaZulu-Natal Taxi Council (Kwanataco) and Judicial Taxi Commission

In the financial year 2003/2004, the Department was tasked with overseeing the management and functioning of the Judicial Taxi Commission of Inquiry into taxi violence and related matters and the KwaZulu-Natal Taxi Council. The two institutions have successfully met their 2003/2004 mandates.

PUBLIC AND FREIGHT TRANSPORT

KwaZulu-Natal Taxi Council

The KwaZulu-Natal Taxi Council, which is a Public Entity, has successfully restored peace, unity and stability within the Taxi Industry. The programs of Capacity Building, Administration and Management, and the creation of business opportunities for its leaders were successfully implemented. This has led to the move of the KwaZulu-Natal Taxi Council offices to Pietermaritzburg, the constructive participation of Taxi Industry leadership in development projects and the participation of the Taxi Industry in business ventures.

Judicial Taxi Commission

The Judicial Taxi Commission of Inquiry which is chaired by Judge Gerald Alexander, submitted its final findings and recommendations in December 2003. It was further requested to finalise the Ulundi investigation, which was outstanding. The Department has implemented most of the Commission's recommendations.

Directorate: Public Transport Regulation**Provincial Taxi Registrar**

The main functions of the Taxi Registrar's office are clearly set out in the Interim Minibus Taxi Act of 1998. These functions are to register associations, members, vehicles and their routes.

Three hundred and ten (310) associations applied for registration. However, this number decreased because some associations merged and others were Light Delivery Vehicles Associations.

Conflict Resolution

Conflict between or within minibus taxi associations is one of the burning issues in the Province. The Department created a special unit, which deals with Conflict Resolution which is led by Mr T.J. Gumbi. There have been a number of conflicts, which led to a lot of bloodshed, but some of them were successfully resolved. They are as follows:

- Mahlabathini-Ulundi Taxi Association
- Durban Long Distance Taxi Association
- Chatsworth Minibus Taxi Association and Isipingo Pinetown Taxi Association
- Vulamehlo Taxi Owners Association and Umkhunya Taxi Association
- Vulamehlo Taxi Owners Association and Thuthukani-Mathuli Taxi Association
- Inanda Taxi Owners Association and Amaoti Taxi Association
- Inanda Taxi Owners Association and Inanda Newtown Taxi Association
- Lindelani Taxi Association and Ntuzuma A&B Taxi Association
- Ntuzuma A&B Taxi Association and Newlands West Taxi Association
- Ndwedwe Qadi Taxi Association and Maphephetha Taxi Association
- Mandini Sundumbili Taxi Association and Stanger Taxi Association
- Esikhawini Taxi Association and A-Rank Taxi Association
- KwaMashu Taxi Owners Association and Clermont KwaDabeka Taxi Owners Association
- KwaMashu Taxi Owners Association and Durban KwaMashu Taxi Association
- KwaMashu Taxi Association and Sinamuva Taxi Association
- Isipingo Mobeni Taxi Association and Chatsworth Minibus Taxi Association
- Nongoma Taxi Association and Durban Long Distance Taxi Association
- Nqetho Taxi Association and Embo Taxi Association

PUBLIC AND FREIGHT TRANSPORT

Public Transport Licensing Board

Due to the re-organisation of the Department to improve service delivery and efficiency, the Department decided to restructure the licensing process in the following manner:

- To move the Head Office to Pietermaritzburg to deal with new applications and those matters which require the sitting of the full Board.
- To devolve permit renewals, change of vehicles and transfers to the various offices of the Motor Licensing Bureau. This change will be fully operational during 2004/05 financial year.

KZN Taxi Appeals Tribunal

The KwaZulu-Natal Taxi Appeals Tribunal has been established and seven (7) members are serving in this structure. The structure is composed of the Chairperson, Vice Chairperson, three (3) members and two (2) alternate members. Currently, the Tribunal is busy with the following cases:

- Matatiele Uncedo Taxi Association vs Matatiele Drankensburg Taxi Association.
- PM Mkhize & T. Mbatha vs Inanda Taxi Owners Association (Mediation)
- Umthwalume Taxi Associaton vs Mzumbe Taxi Association
- Bhambayi Taxi Association vs Inanda Taxi Owners Association
- Keast Drift Taxi Association vs Greytown Taxi Association
- Gamalakhe Taxi Association vs Bambanani Taxi Association

Assessors

Six (6) assessors have been appointed in terms of Section 102 of the NLTTA. The regional allocation is as follows:

- P.P.S. Mthethwa & C.M. Jamaloodeen - Durban
- M.M. Makhaye & L.S. Nzama - Empangeni
- G.M. Zondi - Ladysmith
- N.P. Ndlela - Pietermaritzburg

The assessors have successfully completed their induction training and have already started with their functions.

National Land Transport Information System (NLTIS)

In order to improve the value of and access to information, the National Department of Transport developed and integrated the public transport administration and information system, the NLTIS. NLTIS is now available to all users via the Internet Explorer. Training has been undertaken to all users and the information is being updated.

