

National Public Transport Regulator

SABOA CONFERENCE

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Background



- The NPTR consists of a regulatory committee (core group) of qualified members, and staff (section 20 of the NLTA)
- The NPTR must decide on applications for accreditation of tourist transport operators (section 21(1)(b))
- This involves evaluating the matters set out in regulation 32 of the NLTA Regulations, including–
 - Checking the applicant’s record as an operator
 - Ensuring that the applicant’s vehicles are acceptable and roadworthy
 - Ensuring that the applicant has an acceptable maintenance programme and/or facilities for the vehicles and keeps proper maintenance records
 - Ensuring that the applicant has adequate, qualified back-up staff and admin facilities

Background cont.



- The NPTR must undertake regular technical and operational monitoring of all accredited operators, and see that their vehicles are serviced regularly (reg. 33)
- Where persons apply to certify vehicles the NPTR must check the documentation of the vehicles and see that they are compliant (reg. 35(4))
- The NPTR must conduct investigations under reg. 5(3) at the request of Minister or where it obtains information that there are problems

Powers and Functions of the NPTR



- Will deal with interprovincial transport
- Will deal with tourist transport (accreditation)
- Must monitor and oversee PT in the country
- Will set national standards and procedures

Powers of the NPTR in terms of Reg 5:

- Hold hearings and subpoena witnesses
- Hold investigations relating to land transport , at the request of the Minister
- Hold enquiry in relation to habitual offender

Other powers and functions, e.g.: provisions of CPA, courtesy service, etc (subject to amendment of the NLTA)

Structure



New establishment on DOT structure effective 1 November 2011

Chief Director: PT Regulation

- **Director: Policy & Legislation**

(2 x DD and 2 x ASD)

- **Director: NPTR**

(3 x DD and 3 x ASD)

- **Director: TAT**

(2 x DD and 2 x ASD)

- **Dir: PT Info. Management**

- Overall approach is to start small – grow over time
- Interim measure – other DD will assist

Regulatory Committee and Support staff



- Reg Committee – quasi judicial body
- Made up of full time and part time members
- Advertised in public domain – Nov 2011
- Support staff have been appointed through matching and placing, transfers and advertising
- Standardised procedure manual and training manual developed
- Training of staff – NLTA, standardised manual and brief period location in PRE's
- Training of Reg Committee – NLTA & Regulations and other applicable legislations, e.g. NRTA, PAJA, Access to Info, etc

Options for inspectors



- Checking on behalf of the NPTR should be done by properly qualified inspectors or agents – see e.g. reg. 33(2)
- Ideally there should be a “chief inspector” or “chief monitor” who understands and has experience of the tourist transport industry – possibly one per province
- The problem is that operators are not evenly distributed over the provinces
- SATSA has ± 500 members, ± 80% of which are in Gauteng and Cape Town
- The rest are mainly in eThekweni, Nelson Mandela Bay, Buffalo City and a few other centres
- A rough estimate is that there are ± 1400 operators in total
- The majority of operators are 1-person firms or small firms

Role of Traffic Authorities



- The Department will enter into an MOU with the relevant traffic authorities to:
 - ensure roadworthy check and acceptability of vehicles to be operated
 - check programme of vehicle maintenance and servicing record
 - inspect and approve service facilities - an acceptable garage or service centre
 - check if staff are suitably qualified in workshops or other facilities
 - check if the operator has an acceptable record for compliance
 - monitor all accredited tourist transport operators
- Inspectors checking vehicles should be qualified as vehicle examiners under s.3B of the National Road Traffic Act (NRTA)

Role of PRE's



- The Department will enter into MOU's with the PRE's to:
 - receive and transmit applications to the NPTR ("post office")
 - determine cut off date for applications that are pending with the PRE and the rerouting of new applications
 - agree on the process for transfer of operator information and operator files to the NPTR
 - identify areas for shared facilities and services

NLTIS



- The NLTIS was designed and developed in 2001 into the NLTTA
- Since then the technology (hardware & software) has never been replaced
- Crashed in Dec 2010 – resulted in huge data loss
- Many problems e.g. bandwidth, technology, capacity to support application, not aligned to NLTA, etc
- Plan to replace the system
 - interim solution – SITA to maintain current system
 - M/T to replace current system – user workshop, TOR, invite bidders, appoint (3months)
- Implications for NPTR is to start with a manual system

Offices



- The NPTR offices will be located at DOT – HQ.
- In time there may be a shift towards shared facilities and services at both national and provincial level (NPTR branch offices)
- Target dates
 - Appoint Reg Committee – May 2012
 - Receive applications – June 2012
- Contact person: Ms. Nomsa Mtshwene
Tel: 012 – 309 3125
mtshwennn@dot.gov.za