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## **Namakwa Regional Taxi Association**

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### **PRESENTATION ON CHALLENGES IN THE NAMAKWA DISTRICT**

#### **1. BACKGROUND:**

The District consist out of 6 Municipal areas, namely:

1. Richtersveld (NC061)
2. Nama Khoi (NC062)
3. Kamiesberg (NC064)
4. Hantam (NC065)
5. Karoo - Hoogland (NC066)
6. Khai-Ma (NC0067)

**Vast distance and gravel roads characterised the district in which our members render transport services to the majority of Communities. Road transport are the mainly mode of transport provided.**

#### **2. Challenges experienced within the District:**

##### **2.1 Poor infrastructure:**

**The condition of roads, both tar and gravel roads are not on standard, and cause in many instances damages to vehicles, or in some instances poor access roads resulted in Communities not been service as should be (eg. Along Orange river - Goodhouse).**

ME Simboyia (Chairperson), JW Maphalala (Deputy Chairperson), SN Bugar (Secretary), LS Bok(Deputy Secretary), SJ Witkoei(Treasurer), BG Witkoei(PRO), LJ Jansen(Chair: Training), E Smith (Chair: Discipline), MM Whitlow (Chair: Grieviances)

## **2.2 Satellite Office for the District**

**In the absence of a Transport Operations office in the District, it becomes very costly for our members to drive to Kimberley in the Northern Cape Province, which is 800km from Springbok, our capital for the Namakwa District, to access services of the Department Transport, safety and Liaison.**

**Services such as replacement of vehicles, renewal of Operating Licences and receive of temporary Operating Licences when the need arise, are but a few amongst others.**

**Our plea is to use the District office of Department Transport Safety and Liaison as a Satellite office to render services to our members. In various cases we as the Association arise the matter with the Department and it seems that the Department doesn't take the matter serious.**

## **2.3 Issuing of Operating Licences:**

**The long waiting period for process to be conducted, hamper effective service delivery to communities. Members and Operators are waiting between 3 months and 3 years for permits.**

**Communication to applications lack, with the result that operators do not know when their applications are dealt with, or they do not get the opportunity to present to the Operating Licence Board the importance of their application for an operating licence – Government Gazzet.**

**Issuing operation Licences to non-members becomes problematic, as those operators use the already oversaturated routes of the existing operators, which cause conflict amongst operators. Only proof of the Association (Letter of support) should give operators access to Operating Licences, in order for us to Co-ordinate the Industry on a District level.**

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**The implementation of the National Transport Act of 2009 (with amendments) will assist, as the local Municipalities Regulatory Committees will guard against over-saturation of routes – they will be able to co-ordinate the amount of Public Transport on the roads in their jurisdiction. Clean-up of the Natis System becomes essential -too many permits and operating Licences are not in use for 180 days and more which contributes to an oversaturated route. This disadvantage new, active operating licences to enter the market and grow the economy.**

#### **2.4 Application of law Enforcement in towns:**

**We experience the problem that anybody wants to transport people without an operating Licence or suitable vehicle- Pirates. They compete with legally licenced operators, and cause loss of income to our members.**

**Law enforcement are not applied constantly, which gave the impression of selective service, but also inconsistency.**

**Unauthorised transport should be warned, and if it continues, vehicles should be impounded for the cost of the owner.**

**The Association should be acknowledged in roadblocks and standbys of authorities, to jointly address roadsafety where possible. (Hlokomela)**

#### **2.5 Access to Public Transport Subsidies:**

**The Namakwa District consist out of welfare state communities, who are crippled by poverty. Operators cannot render a sustainable service on a daily basis, as our people are not able to pay the tariff determined.**

**More communities should be subsidised, especially in the deep rural areas, to enable them to get to towns and improve their lives – Transport Operators**

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**will indirectly benefit from this subsidy and provide a sustainable service to the communities.**

**The routes have no ranks for passengers pick up and drop offs. Commuters have to endure bad weather condition while waiting for Transport.**

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