



AD-HOC COMMITTEE ON COMMITTEE INQUIRY ON TAXI PERMITS AND LICENSING

ADOPTED COMMITTEE INQUIRY REPORT ON TAXI PERMITS AND LICENSING

TABLE OF CONTENTS

ACRONYMS

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1 PURPOSE OF THE INQUIRY

1.2 BACKGROUND

2. PROCESS FOLLOWED

3. COMMITTEE FINDINGS

4. COMMITTEE RECOMMENDATIONS

5. CONCLUDING STATEMENT

6. ACKNOWLEDGEMENTS

7. ADOPTION

ACRONYMS AND ABBREVIATIONS

COJ	CITY OF JOHANNESBURG METROPOLITAN MUNICIPALITY
COT	CITY OF TSHWANE METROPOLITAN MUNICIPALITY
DORJOLTA	DOBSONVILLE ROODEPOORT JOHANNESBURG LERATONG TAXI ASSOCIATION
EMM	EKURHULENI METROPOLITAN MUNICIPALITY
GATACO	GAUTENG TAXI COUNCIL
GDCS	GAUTENG DEPARTMENT OF ROADS AND TRANSPORT
GDF	GAUTENG DEPARTMENT OF FINANCE
GDRT	GAUTENG DEPARTMENT OF ROADS AND TRANSPORT
GNTA	GAUTENG NATIONAL TAXI ALLIANCE
GTP	GAUTENG TRAFFIC POLICE
GWTS	GREATER WESTONARIA TRANSPORT SERVICES
HOD	HEAD OF DEPARTMENT
LTPS	LAND TRANSPORT PERMIT SYSTEM
MEC	MEMBER OF EXECUTIVE COUNCIL
MOA	MEMORANDUM OF UNDERSTANDING
NDOT	NATIONAL DEPARTMENT OF TRANSPORT
NLTA	NATIONAL LAND TRANSPORT ACT NO.5 OF 2009
NLTTA	NATIONAL LAND TRANSPORT TRANSITION ACT OF 2000
NLTIS	NATIONAL LAND TRANSPORT INFORMATION SYSTEM
NPA	NATIONAL PROSECUTING AUTHORITY
NRE	NATIONAL REGULATORY ENTITY
NRTA	NATIONAL ROAD TRAFFIC ACT NO. 93 of 1996
OLAS	OPERATING LICENSE ADJUDICATION SYSTEM
PRE	PROVINCIAL REGULATORY ENTITY
MRE	MUNICIPAL REGULATORY ENTITY
RCTA	REFILWE CULLINAN TAXI ASSOCIATION
SALGA	SOUTH AFRICAN LOCAL GOVERNMENT ASSOCIATION
SANTACO	SOUTH AFRICAN NATIONAL TAXI COUNCIL
SAPS	SOUTH AFRICAN POLICE SERVICES
TEPTA	TEMBISA PRETORIA TAXI ASSOCIATION
TNT	THAHAMESO NTSWANATSATSI THUSANANG TAXI ASSOCIATION
SARS	SOUTH AFRICAN REVENUE SERVICES
TOLABs	TRANSPORT OPERATING LICENSING ADMINISTRATIVE BODYS
ZOTA	ZONKIZIZWE TAXI ASSOCIATION

EXECUTIVE SUMMARY

In line with the Institutional Goals for 2014-2019 of improved accountability by the Executive to the Legislature in terms of service delivery, the Roads and Transport Committee agreed to focus on Public Transport in the term under review as part of its oversight mandate over the Department of Roads and Transport. The Committee agreed to conduct an Inquiry into delays in the issuance of taxi permits and operating licenses. Through the Standing Rules of the Gauteng Legislature, the Speaker appointed of the Committee of Inquiry in terms of Rule 191 read together with Rule 192. This process should allow the Ad-hoc Committee, herein referred to as the Committee, to assess the impact of the delays in the issuance of permits and operating licenses as well as the challenges faced by various role players in the whole process, in particular the Department of Roads and Transport.

The mandate of the Ad-hoc Committee of Inquiry into Taxi Permits and Operating Licences derives from the Gauteng Provincial Legislature Committee Inquiries Act 8 of 2009. The Act specifically provides the following objectives:

- (a) To enhance exercise of oversight of the Provincial Legislature over provincial departments and other provincial organs of state;
- (b) To establish procedures for committee inquiries;
- (c) To ensure the privilege of witnesses, officials and other persons from legal proceedings;
- (d) To ensure the protection of information; and
- (e) To empower committees to conduct inquiries on any area of competence of a provincial department or provincial organ of state.

Section 14(3) of the Act provides for legal proceedings against the legislature and stipulates that No –

- (a) Member of the committee;
- (b) Member of the staff of the legislature;
- (c) Person contemplated in section 13(1) of this Act; or
- (d) Member of any committee, who is not a member of the committee of inquiry shall be liable in respect of anything reflected in any report, finding, point of view, or recommendation made or expressed in good faith and submitted to the committee or made known in terms of this Act or the Constitution.

The purpose of conducting the Committee Inquiry on Taxi Permits and Operating Licenses was to find a lasting solution to the challenges surrounding the delays in the issuance of the taxi permits and licences to the taxi operators. This process should empower the Committee to assess the socio-economic impact of the challenges in the delays. The Committee also considered the following:-

- Taxi violence/wars between associations of owners fighting for commuter routes
- Taxi industry protests
- Illegal taxi operation
- Illegal acquisition of permits and operating licences
- Unregistered associations
- Unaudited taxi routes
- The role of law enforcement
- Bribery and corruption involving owners, drivers, the GDRT and law enforcement officers

- Conflict of interest in cases where GDRT officials and law enforcement officers own taxis

In terms of the process followed, the Committee underwent training on the Committee Inquiries Act No.8 of 2009 to ensure proper application of the Act for the duration of the project. In soliciting evidence on the subject matter, the Committee convened eight hearings with identified stakeholders which included amongst others, the Department of Roads and Transport, the Department of Community Safety, the South African Local Government Association, the South African Police Services, three Metropolitan Municipality Traffic Departments, Westonia Local Municipality, City of Johannesburg Transport Department, Taxi Organisations, specific Taxi Associations and other affected role players who made submissions to the Committee.

After soliciting evidence from the above-mentioned stakeholders, the Committee also conducted an Inspection-in-LoCo to all Provincial TOLABs to verify part of the evidence as presented, the Committee was able to match part of the evidence to the actual proceedings and processes involved in the issuance of permits and operating licenses. Some of the major challenges identified were in relation to the infrastructure and human resources capacitation of the centres. Furthermore, the Committee visited the provinces of Limpopo and Western Cape to facilitate and participate in engagements on the issuance of permits and licensing focusing on the infrastructure, human resources and applicable legislation. Informal engagements with the Kwa-Zulu Natal Province were also conducted on the matters reflected above.

After consideration of all evidence from the hearings conducted and the Inspection-in-LoCo, the Committee made a number of findings, which are disclosed in detail in the body of the report, which included amongst others, but not limited to, the following:-

- The link between taxi violence and operating licences;
- The processing of applications of operating licences;
- The functionality of the Transport Operating Licence Administration Bodies (TOLAB's)
- The Effectiveness of the Provincial Regulatory Entity (PRE)
- The role of the GDRT
- The role of Law Enforcement Agencies
- The role of SALGA and Local Government
- The role of the Taxi Industry
- The gaps in the Legislation
- Unresolved issues/matters/conflicts reported to the Committee

Taking into consideration the above-mentioned findings, the Committee developed recommendations in relation to measures that all the role players involved in the issuing and management of permits and operating licenses should take into consideration for implementation. One of the major recommendations that the Committee would encourage this House to consider is the serious consideration of the devolvement of Provincial Traffic Police from the Department of Community Safety to the Department of Roads and Transport. The Committee is of the view that the devolvement will assist in ensuring all Transport functions are coordinated under one Department.

The Committee is of the view that if all role players could implement its recommendations taking into account budgeting processes, the taxi industry will be a reliable, safe, affordable and professionalised industry.

15 NOVEMBER 2016,

The Hon. Chairperson of Ad-hoc Committee on Committee Inquiry on Taxi Permits and Licensing; Hon Jacob Khawe, tables the Committee Inquiry Report on Taxi Permits and Licensing in terms of Rule 192(2) as follows:

1. INTRODUCTION

1.1 PURPOSE/OBJECTIVE OF COMMITTEE INQUIRY

The purpose of conducting the Committee of Inquiry on Taxi Permits and Operating Licenses is to find a lasting solution to the challenges surrounding the delays in the issuance of the taxi permits and operating licences to the taxi operators. The report will cover the evidence presented before the Committee by the GDRT, Law Enforcement Agencies, the Office of the Premier, Taxi Organisations, and SALGA. In verifying part of the information presented before the Inquiry, the Committee conducted in-camera sessions on specific cases submitted to the Committee. In addition to evidence presented, the Committee also engaged with the National Prosecuting Authority and South African Revenue Services and Commuter organisations as part of sharing information on the subject matter. The analysis of the evidence presented led to the Committee findings and recommendations.

1.2 BACKGROUND

The Committee noted that permits and operating licenses sub programme falls under the Transport Regulation Programme of the GDRT. The programme's objectives are to monitor and control the registration and licensing of all motor vehicles and to render services regarding the administration of applications in terms of the National Road Traffic Act (Act 93 of 1996); implement laws and regulations relating to vehicle registration and licensing, manage, approve and control the registration of transport operators and the issuing of all licenses and permits required in terms of legislation. In realising the programme's objectives, the Department of Roads and Transport established two TOLABs, namely Tshwane, Johannesburg Central, and is currently establishing one in Germiston.

In exercising oversight over the Department in the previous financial years, the Committee realised that service delivery challenges were faced by the Department in the issuance of permits and operating licenses as well as the conversion of permits to operating licenses. Some of the service delivery challenges included the downtime and slowness of the National Land Transport Information System (NLTIS) which is an information system of the National Department of Transport (NDOT) utilised for capturing of operating licenses. Further to the system challenges, the Department attributed the delays to outstanding operator/applicant information. As an intervention to the delays, the Department issued 1 year permits that were aimed at replacing written permissions which were not enforceable in law.

The above-mentioned challenges contributed to the following social ills:-

- Taxi violence/wars between associations of owners fighting for commuter routes
- Taxi industry protests
- Illegal taxi operations
- Illegal acquisition of permits and licenses

- Unregistered associations
- Unaudited taxi routes
- Burdening of law enforcement agencies
- Bribery and corruption between owners and law enforcement officers
- Conflicts of interests in cases where the officers or officials own taxis

It is against this background that the Committee instituted the Committee of Inquiry so as to address the challenges faced by the GDRT with regard to the issuance of taxi permits and operating licenses to the taxi operators.

2. PROCESS FOLLOWED, PUBLIC PARTICIPATION AND INVOLVEMENT OF STAKEHOLDERS

In conducting the Inquiry process, the Committee developed and adopted a concept document on the delays in the issuance of taxi permits and operating licenses. The concept document outlined the process of meetings and hearings as well as the list of GPG Departments, institutions and organisations that the Committee required to engage with on the subject matter.

The Committee conducted Public Hearings during the months of March, April, May, July and August 2015. The Committee further conducted in-camera sessions with specific stakeholders to identify challenges experienced in relation to permits and licensing. Subsequent to that, the Committee developed the report framework which was then utilised to develop the draft report.

The Committee then deliberated and adopted its Inquiry report on Taxi Permits and Operating Licenses.

After deliberations on the report, the Committee conducted a stakeholder consultative process with stakeholders who presented evidence before the Committee for inputs and consideration. Subsequent to that, the Committee considered the inputs and adopted the report with amendments on 23rd September 2016.

3. COMMITTEE FINDINGS

3.1 LINK BETWEEN TAXI VIOLENCE AND PERMITS AND LICENSING

- 3.1.1 There were no regular route audits and this led to illegal operations, a direct cause of taxi violence. This does not appear in any reports of the Department, Annual or Quarterly;
- 3.1.2 The law enforcement agencies did not have an efficient strategy to deal with taxi violence in the Province;
- 3.1.3 There was a lack of presentable evidence, on corruption allegations and murders, plus the unwillingness of witnesses to testify which negated successful prosecution of perpetrators e.g. intimidation, threats, etc. There was a clear lack of cooperation and coordination between the criminal Justice system and the taxi industry;
- 3.1.4 The Department was experiencing challenges at various taxi ranks because of different taxi associations having similar Point A and B of operation;
- 3.1.5 Irregularly acquired permits/operating licences and routes were perpetuating violence in the industry;
- 3.1.6 Taxi associations entered into international, interprovincial or interregional joint ventures by way of MOAs, which had no legal standing. There were inconsistencies in the implementation of these joint ventures which resulted in taxi conflicts.
- 3.1.7 Non-adherence to court orders, which are conflicting at times, by the Department of Roads and Transport, Taxi Associations and other Municipalities.

3.2 PROCESSING OF APPLICATIONS OF PERMITS AND LICENSING

- 3.2.1 There was evidence that the approval and disapproval clauses of the NLTA were often not applied as a result of the non-existence of the NRE and the MREs, whose functions were not performed;
- 3.2.2 The Committee was convinced that local municipalities took far too long to process the concurrency application. This was because of the lack of institutional arrangements to support the function;
- 3.2.3 The functioning of the OLAS national system was most unreliable and impacted negatively on the process. This had resulted to delays in the issuing of the permits and licences. The Inquiry also found that the NLTS was delaying the permits and licensing process, as it was always offline. This was worsened by the lack of tracking capability on the NLTIS/OLAS systems.

3.3 FUNCTIONALITY OF THE TRANSPORT OPERATING LICENSE ADMINISTRATIVE BODIES (TOLABs)

- 3.3.1 The TOLABs were short staffed and under resourced in the Province with an average 70% vacancy. The most affected were Tshwane and Johannesburg centres. The senior leadership of the department was not hands on and the junior officials seemed unaccountable.
- 3.3.2 The Tshwane TOLAB building structure was not conducive for adequate service delivery. Germiston TOLAB was temporarily closed due to ongoing refurbishments whilst there was no alternative operational centre in Sedibeng region. This negatively impacted on the West Rand Centre which was lacking office space.

3.4 EFFECTIVENESS OF THE PROVINCIAL REGULATORY ENTITY

- 3.4.1 The Board had had two vacancies for a long time, with a secretariat of 6 people;
- 3.4.2 There was a problem of accountability levels in the administrative team, linked directly to the Registration and Operating License Directorate and the PRE;
- 3.4.3 There were challenges regarding functionality and compliance around adjudication of routes and operating licenses.

3.5 ROLES OF INDIVIDUALS INVOLVED IN THE PERMITS AND LICENSING – DEPARTMENT OF ROADS AND TRANSPORT, LAW ENFORCEMENT, MUNICIPALITIES AND TAXI ORGANISATIONS/ASSOCIATIONS

ROLE OF DEPARTMENT OF ROADS AND TRANSPORT

- 3.5.1 The Department was failing in coordinating public transport forums and in the implementation of decisions taken;
- 3.5.2 There seemed to be no distinction of roles between the Directorate and PRE on licencing and processing. Both the Director and the Chairperson gave similar evidence without clarifying their roles;
- 3.5.3 Submissions made around corruption levelled in the Department revealed that irregular documentation had been available from the officials and that some taxi associations received preferential treatment in the TOLABs;
- 3.5.4 Evidence was received that in the past there had been a channelling of permits to persons who did not own taxis. That situation obliged the Department to recognise permits in the transition period, creating current challenges;
- 3.5.5 The Department had not implemented the new number plate system, which was supposed to have been colour coded, nor the branding of taxis according to the routes allocated;
- 3.5.6 It was submitted that national systems are too old and cannot handle the pressure of new applications. Submissions were also made that the systems are always offline;
- 3.5.7 It was put to the Inquiry that the failure of the one-year written permit system in trying to resolve the backlog on issuing of permits and licences had ended up adding to the backlog;

ROLE OF LAW ENFORCEMENT AGENCIES

- 3.5.8 There was a lack of LEA deployment in taxi ranks to address taxi conflicts; policy is reactive, not proactive;
- 3.5.9 Legislation did not permit the Metro police to do verification of routes which limits their effectiveness in combatting conflict situations;
- 3.5.10 There had been lack of consistency and uniformity across the Province in the application of impounding procedures and penalties involved;
- 3.5.11 No members of LEAs were allowed to own taxis and operate while still in the service. Section 13, sub-section (1) and (2) of the NLTA Act No.5 of 2009 clearly outlines the affected parties. LEAs rules and regulations of employment also prohibits officers from this practice;
- 3.5.12 There was limited coherent common strategy among LEAs on taxi violence;
- 3.5.13 There was a disconnect between the Department of Community safety, LEAs and the judiciary, which at times lead to differing court order interpretations regarding rights to routes;
- 3.5.14 There was lack of coordination within the existing structures (DRT, DCS and LEAs on regulation and enforcement issues) within the Province;
- 3.5.15 There was a lack of implementation of rules and regulations concerning LEAs under investigation for owning taxis; There were about 60 cases under investigation of SAPS members and traffic officials/officers suspected of being taxi owners, with only one official from Gauteng Traffic suspended who said the taxi was bought for his mother; Some officers were taxi owners and evidence pointed to their having other operators' vehicles confiscated illegally in order to have their vehicles maximising profits.
- 3.5.16 There was evidence that not all road blocks targeting the taxi industry were being convened in accordance with the SAPS

Act sec (1) sub (8);

3.5.17 The law enforcement agencies were not able to follow up to pinpoint the source producing irregular documentation. These were simply confiscated which had not assisted to eliminate these corrupt activities;

ROLE OF SALGA/LOCAL GOVERNMENT

3.5.18 There was evidence that SALGA had not been able to facilitate the institutionalisation of the NLTA Act No.5 of 2009 by all municipalities ;

3.5.19 All municipalities had not concluded and submitted their Integrated Public Transport Networks. This had a negative impact on collaboration on licenses between the province and municipalities as well as on the formation of MREs ;

3.5.20 Inadequate and illegal parking bays in taxi ranks resulted in obstruction of traffic flow in city centres;

3.5.21 Lack of smart technology which is critical in effectively minimising crime and corruption;

3.5.22 There was a lack of training for all officers to identify fraudulent documents (permits and operating licenses).

ROLE OF THE TAXI INDUSTRY (Taxi organisations and associations)

3.5.23 It was submitted that taxi operators were required to pay high fees to join an association. This often led to conflict with the leadership of the association around accountability for funds.

3.5.24 There was evidence of the victimisation of women, in particular widows, in the industry;

3.5.25 Taxi operators, at times, contributed to delays in issuing permits and licences by late submission of all required documents;

3.5.26 Associations had colluded with the officials for the issuing of fraudulent permits and licences;

3.5.27 There was sufficient evidence of the existence of taxis that did not have licenses but operated illegally under others known as Amakhwapha. This also include unlicensed sedans known as 4+1s;

3.5.28 Intra and inter-association conflicts over routes and disputes over leadership positions were presented to the Inquiry;

3.5.29 There was acknowledgement of the common utilisation of private armed security guards and hitmen or Inkabis;

3.5.30 There was poor record-keeping and feedback in terms of implementation of previous agreements, especially where routes were concerned.

3.6 LEGISLATION

3.6.31 Failure to properly clarify the role of taxi associations in practical and logistical terms was identified. The NLTA recognised Individual operators rather than associations.

3.6.32 The requirement of a letter of authorisation from the association emanates from earlier regulations; the NLTA Act No.5 of 2009 does not regulate or prescribe this.

3.6.33 Amongst others, the Committee noticed gaps on the:

- Functionality of PRE;
- Functionality of the TOLABs;
- Regulation of the taxi associations' activities, including permit transfer, formation of the association and operational issues;
- Functionality of the commuter organisation;
- Process of impounding vehicles;
- Governance of the taxi associations' behaviour and use of roads and ranks;

- Roles and responsibility of the law enforcement;
- Usage and audit of taxi routes;
- Synergy between the Department of Roads and Transport and Community Safety, as well as with the
- Perceived automatic conversion of 16 seater permits into 22 seater permits;
- Exploitation of women including widows in the industry on the process of transfers.

3.7 UNRESOLVED ISSUES/MATTERS/CONFLICTS REPORTED BEFORE THE COMMITTEE

3.7.34 There were a number of cases under investigation and before the courts of law alleged perpetrators of taxi violence.

3.7.35 The Taxi industry has found comfort in the Legislature process in addressing taxi conflicts related to routes and permits and licensing. There was no effective Departmental Dispute Resolution process/mechanism.

4. COMMITTEE RECOMMENDATIONS

The Committee recommends the following:-

- 4.1 The GDRT should facilitate an independent audit of routes in the Province to confirm the number of operated and potential new routes and verify the illegal operations and conflicted routes that are subjected to court orders. Additionally, standard operating procedures pertaining to the issuing of operating licenses should be developed by the GDRT. This process may be modelled on the system that is currently being implemented by the Western Cape/KZN provinces.
- 4.2 The GDRT, through the PRE, in consultation with Taxi Organisations/Associations should determine the number of taxis permitted to operate in a specific route.
- 4.3 The GDRT should consider to establish an Independent Dispute Resolution Committee to resolve conflicts pertaining to taxi operations, routes and operating licenses.
- 4.4 The GDRT should consider to develop a Provincial Transport Operations Bill to govern Public Transport Operations.
- 4.5 The MEC of GDRT should consider establishing a process to determine whether the Registration and Operating Licensing Directorate, Chairperson of the PRE and the Board as well as the Senior Management in the process of issuing of operating licenses are competent enough to hold office.
- 4.6 The GDRT should consider to undertaking lifestyle audits on all officials within the Department who are involved in the process of issuing operating licenses audits as part of preventing potential fraudulent activities.
- 4.7 All attachments and supporting evidence/documents mandatory for the application, granting and issuing of operating licences should be submitted before an operating licence can be issued.
- 4.8 The GDRT, through the GDCS, should consider to impose a moratorium on the impounding of taxi operator's vehicles provided the owners have proof of application for a new operating licence before expiration of the old licence and who are in possession of a BLC receipt. We propose the deletion of this recommendation. It has far reaching consequences and may be prejudicial to some of the parties.
- 4.9 The GDRT should institute a process lasting no more than four months dealing with the backlog in operating licence renewals, new applications, conversions and transfers for all taxi associations in the Province.
- 4.10 The GDRT as well as the GDCS, in partnership with all relevant enforcement agencies, should develop one coherent programme to enforce law against illegal operations and conflicts related to taxi operations, routes and operating

licenses.

- 4.11 The GDRT in partnership with the Department of Cooperative Governance and Traditional Affairs should ensure that Local Government complies with the NLTA Act No.5 of 2009 in relation to the establishment of MREs.
- 4.12 The GDRT and all relevant stakeholders should commit to the proper regulation/professionalisation and subsidisation of the taxi industry.
- 4.13 The Gauteng Provincial Government, led by the Premier, should investigate the feasibility, impact and benefit of reconfiguring transport regulation and law enforcement functions.
- 4.14 The GDRT should champion and encourage the delivery of formal/informal education to the stakeholders in the taxi industry through a co-ordinated effort together with the Transport SETA.
- 4.15 The GDRT should provide the Committee with a progress report on its strategy to deal with the backlog on the issuance of permits and operating licenses within 90 days.

The GDRT as well as the GDCS and all relevant stakeholders mentioned in the report must develop an implementation plan on the above resolutions and report to the Legislature within 60 days after adoption of the report.

5. CONCLUDING STATEMENT

It is evident from this Inquiry that there are enormous endemic problems and challenges facing the process concerning the application, granting and issuing of taxi permits and licences. In part this is largely attributed to corruption manifested through undue influence, forgery, fraud, conflict of interest, abuse of authority and a culture of impunity and lack of consequences management prevalent within the entire system. Some of these factors are historical in nature given the deregulation of the taxi industry that took place in the early and mid-90s and a culture of violence engulfing the taxi industry prior to the 1994 democratic and constitutional dispensation and beyond. The other factors are systemic and stem from poor leadership, fragmented processes, legislative gaps and corruption. This involves a number of stakeholders central to this process and industry namely, the departmental officials, taxi operators, taxi associations and law enforcement officials. The other significant observation made by this Committee relates to inadequate political and administrative leadership needed to inculcate a culture of good governance underlined by responsiveness, accountability, efficiency, effectiveness and professional ethical conduct. Therefore, a comprehensive organisational overhaul of the administrative component of the regulatory entity residing in the Department of Roads and Transport is required in order to optimally drive its performance aligned to the transformation and restructuring imperatives underpinning the National Land Transport Act and the Provincial Land Transport Framework and other applicable legislation and regulations.

6. ACKNOWLEDGEMENTS

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Appreciation is also expressed to Honourable Members of the Roads and Transport Committees from other Provincial Legislatures – Free State, Limpopo, Mpumalanga and North West, Gauteng Department of Roads and Transport MEC and team of officials, Gauteng Department of Community Safety MEC and team of officials, City of Johannesburg Metropolitan Municipality, City of Tshwane Metropolitan Municipality, Ekurhuleni Metropolitan Municipality, Westonaria Local Municipality and the Taxi Organisations and Associations for their attendance and commitment to the Inquiry process.

The Chairperson further thanks all support staff for their commitment, hard work and support given during the inquiry. Group Committee Coordinator: T. Bodibe; Committee Researcher: F. Thaba; Committee Coordinator: S. Mthiyane; Committee Administrator: H. Mtshizana; Service Officer: R. Mathebula-Rapodile; Hansard Recorder; M. Makwela; Legal team: S. Ncube; G. Ngwenya and N. Rasebotsa; Proceedings Team: M. Tsineng; Communications Officer, T. Nzuke; Public Participation Officer, B. Dhlomo and Information Officer, L. Ncume.

7. ADOPTION

In accordance with Rule 192, the Ad-hoc Committee on Committee Inquiry on Taxi Permits and Licensing recommends that the Committee Inquiry report on Taxi Permits and Operating Licenses be adopted by the House, taking into account committee findings and the proposed recommendations made in this report.