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GENERAL NOTICE

NOTICE 1241 OF 2008

DEPARTMENT OF TRANSPORT

NATIONAL LAND TRANSPORT TRANSITION ACT, 2000 (ACT NO. 22 OF 2000)

PUBLICATION FOR COMMENTS: ELECTRONIC FARE COLLECTION REQUIREMENTS

The Minister of Transport hereby, in terms of section 5(6) (c) of the National Land Transport Transition Act, 2000 (ACT NO. 22 of 2000), intends to make the Regulations for the Requirements of the Electronic Fare Collection in the schedule. Interested persons are requested to submit written comments on these Requirements on or before 07 November 2008.

Submissions should be posted to the Director-General for the attention of Adv. A. M Masombuka at:

The Department of Transport
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SCHEDULE

REQUIREMENTS FOR THE IMPLEMENTATION OF ELECTRONIC FARE COLLECTION SYSTEMS IN PUBLIC TRANSPORT

Arrangement of Requirements

1. Definitions
2. Purpose of requirements
3. Principles for EFC System implementation in public transport
4. Date of compliance
5. Implementation process

Definitions

1. In these requirements, unless the context indicates otherwise, any word, expression or abbreviation to which a meaning has been assigned in the Act has that meaning, and –

“Act” means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), as amended by the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001) and the National Land Transport Transition Amendment Act, 2006 (Act No. 26 of 2006);

“Bank Issued Fare Media” means a Participating Bank issued payment instrument based on EMV Specifications and conforming to the requirements of the EFC Data Structure;

“Bank Issued Fare Media System” means a fare collection system, which comprises –

- (a) A payment instrument distribution network and value loading infrastructure;
- (b) an electronic payment transaction clearing and settlement function;
- (c) a payment transaction initiation and acceptance infrastructure and acquiring function; and
- (d) associated information systems utilised for the management and analysis of fare schedules and data so collected and their conversion into information;

“EFC” means Electronic Fare Collection;

“EFC Data Structure” means the Electronic Fare Collection Data Structure, which utilises specific tags on the EMV chip of Bank Issued Fare Media for electronically recording and retrieving public transport-related data;

“EFC Guideline” means the Electronic Fare Collection Guideline Document, which includes –

- (a) the EFC Data Structure; and
- (b) the MIOS for Information Systems in the Public Service,

and which is obtainable from the Department;

“EFC System” means the Electronic Fare Collection System, which –

- (a) enables the electronic collection of public transport fares and associated data; and
- (b) comprises a Bank Issued Fare Media System;

“EMV” means the standard which was originally developed by Europay, MasterCard and Visa to enable the interoperation of integrated chip cards in the payments environment;

“EMVCo” means an independent organisation formed in 1999 by the EMV card associations to manage and enhance the EMV Specifications;

“EMV Specifications” means the specifications managed and enhanced by EMVCo, which cover elements such as general physical characteristics of terminals, the terminal-card interface, transaction processing, data management and data security;

“ITS” means Intelligent Transport System;

“Legacy Electronic Fare Collection System” means any existing, fully operational electronic fare collection system of which the banking industry does not form part through any Bank Issued Fare Media;

“MOIS for Information Systems in Government” means Minimum Interoperability Standards for information systems in the public service, which are issued in terms of regulation B.1 of Part III of Chapter 5 of the Public Service Regulations, 2001, as published in Government Notice No. R.1346 of 1 November 2002;

“Participating Banks” means banks which are members of the Payments Association of South Africa and the relevant Payment Clearing House.

Purpose of requirements

- 2.(1) The EFC System for any public transport service must comply with these requirements.
- (2) In interpreting these requirements, refer to the EFC Guideline.
- (3) In the event of any inconsistency between these requirements and the EFC Guideline, these requirements prevail.

Principles for EFC System implementation in public transport

3. As a minimum, the following principles apply to EFC System implementation in public transport:
 1. to achieve an integrated EFC System for public transport that is interoperable nationally –
 - (i) EFC must be made through any Bank Issued Fare Media;
 - (ii) EFC must be interoperable through all Participating Banks;

- (iii) clearing and settlement of payment transactions must take place through the National Payment System in accordance with the National Payment System Act, 1998 (Act No. 78 of 1998);
 - (iv) banked passengers must be able to use Bank Issued Fare Media obtained as a result of their relationship with any Participating Bank;
 - (v) unbanked passengers must be able to obtain prepaid stored value Bank Issued Fare Media from a Participating Bank or a third party card issuer operating in conjunction with the Participating Bank;
 - (vi) the payment system must adhere to the banking and payment regulatory framework;
 - (vii) the EFC Data Structure must be loaded onto all Bank Issued Fare Media;
2. occasional or infrequent passengers of public transport services which have implemented EFC may be able to obtain a prepaid single trip ticket from the public transport operator who is providing the single trip public transport service or any third party operating in conjunction with that operator: Provided that the prepaid single trip ticket is issued exclusively for the redemption of the single trip public transport service provided by that operator, this prepaid single trip ticket may consist of any appropriate fare media and does not necessarily have to be a Bank Issued Fare Media;
3. in the transportation data system for those public transport services that have implemented EFC –
- (i) public transport data must be collected electronically through the EFC System concurrently with the payment or redemption transaction;

- (ii) the relevant sphere of Government takes ownership of the data collected through the EFC System;
 - (iii) data must be collected for planning and operational purposes, and must include data per transaction on location, fare and passenger;
 - (iv) the database must enable the extraction of suitable data by the local, provincial and national spheres of Government for planning, monitoring, subsidy management and related purposes;
 - (v) the data system must comply with the MOIS for Information Systems in Government;
4. the EFC System must be flexible to accommodate fare structures based on local needs, but must be aligned with any national fare policy, which may be adopted from time to time;
5. the EFC System must comply with the relevant standards endorsed by the STANSA SC71H Committee or, if there are no such standards, international non-proprietary open standards, to ensure interoperability and compatibility as contemplated in section 5(6)(c) of the Act;
6. Legacy Electronic Fare Collection Systems, which do not comply with these requirements, must be either upgraded or phased out.

Date of compliance

- 4.(1) After their date of publication, all new EFC Systems in public transport services, must comply with these requirements.
- (2) Any Legacy Electronic Fare Collection System must be upgraded to comply with these requirements or phased out within five years from the date of publication of these requirements.

Implementation process

- 5.(1) The EFC System implementation process must be planned in a systematic manner, taking due cognisance of technical and operational requirements.
 - (2) Resulting technical and functional specifications must be developed as input into the design process.
 - (3) A typical implementation process is contained in the EFC Guideline.
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