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**GENERAL NOTICES • ALGEMENE KENNISGEWINGS**

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**DEPARTMENT OF TRANSPORT****NOTICE 238 OF 2017****INTENTION TO INSTITUTE EXTRAORDINARY MEASURES IN A DECLARED AREA****Background and purpose of regulations**

1. Over the last 3 weeks the Delft area has been disrupted by incidents of violence and the senseless killing of minibus-taxi operators and drivers. These unlawful practices by some individuals or groups involved in the taxi industry are a clear violation of the Standard Constitution, Code of Conduct and transport legislation as well as the Memorandum of Agreement signed by all the affected parties to ensure peace and stability within the Delft area. The violence is a direct consequence of rivalry over control of both local and long distance routes (e.g. Lane 13 on the Cape Town station deck).
2. Commuters stand the risk of being injured or being killed during the on-going violence. On 19 March 2017 there was an incident whereby shots were fired at police officers doing duty in the Delft area. Attacks on law enforcement officials make the situation untenable and there is a genuine concern that this violence may escalate into a full blown war between rival taxi associations operating to and from the Delft area.
3. The initial conflict in Delft was concentrated mainly at an informal rank called 'die blad' but has now shifted to the station deck in the Cape Town CBD as well as other local routes in the area. Many cases of route invasions and subjugation have been reported to the Department, which has resulted in legal operators being prevented from plying their trade. There is also intense rivalry for control over inter-provincial (long distance) routes to the Eastern Cape from Delft. The conflict in the area is also being fuelled by the planned formation of a sub-council of SANTACO known as the Delft region in the run up to SANTACO's provincial election. There is also empirical evidence suggesting the involvement of associations operating outside of the Delft area in the incidents of violence referred to herein. The associations involved in the current conflict are affiliated to the following SANTACO regions:
  - Northern Region – Delft Cape Town Taxi Association
  - CATA region – CATA Seawater Taxi Association
4. The Department of Transport and Public Works in partnership with the City of Cape Town, have invested a considerable amount of time and effort to restore peace and

stability in the Delft area. A series of meetings have taken place with affected associations to place 75 Delft illegal operators, left over from the last conflict, with route based associations as a means to address the underlying reasons for the conflict and instability and to identify the most practical interventions to bring about peace and stability in the area.

5. Affected associations and regions participated in a protracted process to address the on-going taxi conflict and disputes in Delft. This was hosted by the Department of Transport and Public Works in partnership with the City of Cape Town and SANTACO Western Cape. It was agreed through this process to place the 75 illegal Delft operators across 24 route based associations. The last meeting was held on 22 February 2017, which saw the walk-out of the Delft Cape Town Taxi Association, claiming that they do not support the agreement that was reached amongst the various role players. This effectively scuppered the agreement. Since then, there have been no further engagements with affected parties to discuss restoring the agreement.
6. The joint efforts by the Department of Transport and Public Works, the City of Cape Town and SANTACO tempered the situation temporarily, but did not bring a permanent end to the violence in the area. Following the collapse of the negotiations to place the 75 illegal operators, the situation in Delft has degenerated to such an extent that the safety of the commuting public can no longer be guaranteed.
7. Given the violence and instability in the minibus-taxi industry in Delft, It is the view of the Department of Transport and Public Works and the City of Cape Town that threats to the safety of passengers utilising the relevant services, residents and persons entering the area are now at an unacceptable level. It is incumbent upon government to ensure a safe, reliable and dignified environment for public transport users and this necessitates the implementation of extraordinary measures.

### **Proposed Action/Regulations**

1. As the MEC for Transport and Public Works in the Province of the Western Cape, I intend to invoke my powers in terms of section 91 of the National Land Transport Act (Act 5 of 2009)(NLTA). After consultation with the relevant planning authority

(in this case the City of Cape Town), I hereby give notice of my intention to take one or more or all of the following actions:

- To declare the Delft residential area as high-risk in respect of taxi violence;
- To close one or more or all the routes or ranks in a declared area for the operation of any type of public transport service (by affected operators), for the period stated in the notice;
- To define official minibus-taxi facilities in the Delft area and to prohibit the provision of minibus-taxi type services from unofficial ranks, including closed ranks;
- To suspend any operating licence or permit authorising any of the services on a closed route or routes or at a closed rank or ranks (for affected operators) in the declared area for the relevant period;
- To instruct that no person may undertake any of the services on a closed route or routes or at a closed rank or ranks in the declared area or in terms of an operating licence or permit that has been suspended;
- To temporarily suspend any operating licence or permit insofar as it authorises public transport in a declared area on a route or routes or at a rank or ranks **not closed** in terms of these regulations. No operator will be allowed to do any further transactions on such suspended permits or operating licences; and
- To allow other operators, who need not be the holders of operating licences/permits for the affected routes/areas currently, to come in and provide the services in the interim period until the situation returns to normal.

***Please note that these actions will be implemented in phases at my discretion after consultation with other government departments and affected stakeholders.***

2. This untenable situation is compromising peace and stability within the minibus-taxi industry and could result in further incidents of violence and the loss of lives. This should be avoided at all cost.
3. To stabilise the situation and to avert tension between operators at ranks or along the route, It is my intention to close certain or all of the minibus-taxi ranks in the following areas:
  - “Die blad”
  - Delft - Roosendal
  - Delft – Leiden
  - Delft – Voorbrug
  - Delft – Eindhoven

- Delft – Suburban Bliss (Delft South)
- Delft – Katanga
- Cape Town Station deck= Lane 13
- And or any other rank that may be affected directly by this violent conflict

I reserve the right to close only certain of the routes in a particular area or certain of the loading lanes at a particular rank or ranks depending on the progress made by mediators and the Task Team, advice received from other stakeholders/government departments and the situation on the ground.

4. The following routes are currently affected by the violence in the minibus-taxi industry in the Delft area:

Origin	Destination
Delft	Cape Town
Delft	Elsies River
Delft	Belhar Parow
Delft	Bellville
Delft	Mitchell's Plain
Delft	Langa
Delft	Epping
Delft	Unibell
Delft	Inter-Municipal
Delft	Inter-Provincial
Delft	Nyanga

5. If there are any further occurrences of violence, I will have no option but to close the mentioned routes/ranks for an initial period of up to two months and to cancel or postpone the process of legalising the 75 illegal operators. Before the ranks/routes are closed, I will publish a final notice in the Government Gazette. This will allow my Department sufficient time to meet with all stakeholders to formulate a contingency plan and to inform commuters and community organisations of the proposed action. If peace and stability in the area are restored to my satisfaction before the end of the two-month period, the routes/ranks will be re-opened and the suspension imposed on the associations and operating licences/permits will be lifted. Should my Department be unable to resolve the conflict within the stipulated period, the measures will prevail for a

further two-month period and be repeated thereafter for as long as the situation remains unsatisfactory.

6. Where ranks/routes are closed, all affected permits/operating licences will be suspended for the period mentioned in paragraph 5). This includes temporary operating licences and charter operating licences issued for the Delft area by the Provincial Regulatory Entity. The provision of public transport services on the closed routes or in declared areas by current operators (with any operating licence) constitutes an offence and a fine of R15,000 or imprisonment, not exceeding 6 months, will be imposed. Vehicles will also be impounded if the terms and conditions of the regulations are breached. Please note that an offending operator also runs the risk of having his or her operating licence/permit withdrawn using the provisions of section 79 of the NLTA.
7. I also intend to use my powers in terms of section 74 of the NLTA to allow other operators, who need not be the holders of operating licences/permits for the affected routes/areas currently, to come in and provide the services in the interim period until the situation returns to normal. Temporary operating licences will be issued for this purpose using the provision of section 91(6) read together with section 60 of the NLTA.

#### **Comments/Representations by interested or affected parties**

8. All persons who have an interest in the matter or who are affected by such regulations may make written representations to the Department within a period of 7 calendar days from the date of this notice and may also request reasons for the proposed regulations.
9. Representations may be submitted to the Department of Transport and Public Works, 8<sup>th</sup> Floor, Room 8-29, 9 Dorp Street, Cape Town on or before **31 March 2017**.



**DAC Grant**

**Minister of Transport and Public Works**

**Western Cape Province**

**Date: 23 March 2017**



**DEPARTEMENT VAN VERVOER**  
**KENNISGEWING 238 VAN 2017**

**VOORNEME OM BUITENGEWONE MAATREËLS IN 'N VERKLAARDE GEBIED IN TE STEL**

**Agtergrond en doel van regulasies**

1. Die Delft-gebied is die laaste 3 weke ontwig deur voorvalle van geweld en sinnelose moorde op die operateurs en bestuurders van minibustaxi's. Hierdie onwettige dae deur sommige individue of groepe wat by die taxibedryf betrokke is, is 'n duidelike oortreding van die Standaardgrondwet, Gedragskode en vervoerwetgewing asook die Memorandum van Ooreenkoms wat deur al die geaffekteerde partye onderteken is om vrede en stabiliteit in die Delft-gebied te verseker. Die geweld is 'n direkte gevolg van mededinging vir beheer van beide die plaaslike en langafstandroetes (bv. baan 13 op die Kaapstad-stasiedek).
2. Pendelaars loop die risiko om beseer of noodlottig gewond te word in die voortslepende geweld. Tydens 'n insident op 19 Maart 2017 is skote gevuur op polisiebeamptes wat in die Delft-gebied aan diens was. Aanvalle op wetstoepassingsbeamptes maak die situasie onhoudbaar en daar heers opregte kommer dat hierdie geweld op 'n volskaalse oorlog kan uitloop tussen mededingende taxiverenigings wat in die Delft-gebied werksaam is.
3. Die aanvanklike konflik in Delft het hoofsaaklik by 'n informele staanplek bekend as "die blad" voorgekom, maar het nou na die stasiedek in die Kaapstadse sakekern uitgebrei asook na ander plaaslike roetes in die gebied. Verskeie gevalle van die binnedring en besetting van roetes, wat daartoe gelei het dat wettige operateurs verhoed is om sake te doen, is by die Departement aangemeld. Daar heers ook intense mededinging vir beheer van die interprovinsiale (langafstand-)roetes vanaf Delft na die Oos-Kaap. Die konflik in die gebied word ook aangehits deur die beplande stigting van 'n subraad van SANTACO, bekend as die Delft-streek, in die aanloop tot SANTACO se provinsiale verkiesing. Daar bestaan ook empiriese bewyse vir die betrokkenheid van verenigings, wat buite die Delft-gebied werksaam is, by die voorvalle van geweld soos na verwys. Die verenigings wat by die huidige konflik betrokke is, is by die volgende SANTACO-streke geaffilieer:
  - Noordelike streek – Delft–Kaapstad-taxivereniging
  - CATA-streek – CATA–Seawater-taxivereniging

4. Die Departement van Vervoer en Openbare Werke in samewerking met die Stad Kaapstad het 'n aansienlike hoeveelheid tyd en moeite daaraan bestee om vrede en stabiliteit in die Delft-gebied te herstel. 'n Reeks vergaderings is met geaffekteerde verenigings gehou om 75 onwettige operateurs in Delft, wat van die vorige konflik oorgebly het, by roetegebaseerde verenigings te plaas in 'n poging om die onderliggende redes vir die konflik en onstabiliteit die hoof te bied en om die mees praktiese ingrypings te identifiseer om vrede en stabiliteit in die gebied te bewerkstellig.
5. Geaffekteerde verenigings en streke het aan 'n uitgerekte proses deelgeneem om die voortslepende konflik en geskille in die taxibedryf die hoof te bied. Dit is deur die Departement van Vervoer en Openbare Werke in samewerking met die Stad Kaapstad en SANTACO Wes-Kaap aangebied. Volgens hierdie proses is daar ooreengekom om die 75 onwettige operateurs in Delft by die 24 roetegebaseerde verenigings te plaas. Die laaste vergadering is op 22 Februarie 2017 gehou, waartydens die Delft-Kaapstad-taxivereniging uitgestap het en beweer het dat hulle nie die ooreenkoms ondersteun wat tussen die verskeie rolspelers bereik is nie. Dit het die ooreenkoms inderwaarheid gekelder. Sedertdien was daar geen verdere samesprekings met geaffekteerde partye om die herinstel van die ooreenkoms te bespreek nie.
6. Die gesamentlike pogings van die Departement van Vervoer en Openbare Werke, die Stad Kaapstad en SANTACO het die situasie tydelik getemper, maar het nie permanent 'n einde aan die geweld in die gebied gebring nie. Ná die ineerstorting van onderhandelinge om die 75 onwettige operateurs te plaas, het die situasie in Delft tot so 'n mate versleg dat die veiligheid van pendelaars nie meer gewaarborg kan word nie.
7. Gegewe die geweld en onstabiliteit in die minibustaxibedryf in Delft, is dit die mening van die Departement van Vervoer en Openbare Werke en die Stad Kaapstad dat bedreigings vir die veiligheid van passasiers wat die betrokke dienste gebruik, inwoners en persone wat die gebied binnekom nou 'n onaanvaarbare vlak bereik het. Dit is die regering se plig om 'n veilige, betroubare en waardige omgewing vir die gebruikers van openbare vervoer te verseker en dit vereis die implementering van buitengewone maatreëls.

### **Voorgestelde stappe/regulasies**

1. As die LUR vir Vervoer en Openbare Werke in die Wes-Kaap, is ek van voorneme om my magte kragtens artikel 91 van die Wet op Nasionale Landvervoer (Wet 5 van 2009) (NLTA) uit te oefen. Ná konsultasie met die betrokke beplanningsowerheid (in hierdie geval die Stad Kaapstad), gee ek hiermee kennis van my voorneme om een of meer of al die volgende stappe te doen:
  - Om die Delft- residensiële gebied as hoërisikogebied te verklaar met betrekking tot taxigeweld;
  - Om een of meer of al die roetes of staanplekke in 'n verklaarde gebied te sluit vir die bedryf van enige openbarevervoerdienste (deur geaffekteerde operateurs) vir die periode soos vermeld in die kennisgewing;
  - Om amptelike minibustaxifasiliteite in die Delft-gebied af te baken en om die voorsiening van minibustaxidienste vanaf nieamptelike staanplekke, insluitend geslote staanplekke, te verbied;
  - Om enige bedryfslisensie of -permit op te skort wat enige van die dienste op 'n geslote roete of roetes of by 'n geslote staanplek of staanplekke (vir geaffekteerde operateurs) in die verklaarde gebied vir die betrokke periode magtig;
  - Om opdrag te gee dat geen persoon enige van die dienste mag onderneem op 'n geslote roete of roetes of by 'n geslote staanplek of staanplekke in die verklaarde gebied of ingevolge 'n bedryfslisensie of -permit wat opgeskort is nie;
  - Om enige bedryfslisensie of -permit tydelik op te skort in soverre dit openbare vervoer magtig in 'n verklaarde gebied op 'n roete of roetes of by 'n staanplek of staanplekke wat **nie gesluit** is kragtens hierdie regulasies nie. Geen operateur sal toegelaat word om enige verdere transaksies in verband met sodanige permitte of bedryfslisensies te doen nie; en
  - Om ander operateurs, wat nie die houers van bedryfslisensies/-permitte vir die huidige geaffekteerde roetes/gebiede hoef te wees nie, toe te laat om in te kom en dienste in die tussentydse periode te lewer totdat die situasie weer na normaal terugkeer.

***Let wel dat hierdie stappe in fases na my goeie gedagte geïmplementeer sal word ná konsultasie met ander regeringsdepartemente en geaffekteerde belanghebbendes.***

2. Hierdie onhoudbare situasie benadeel vrede en stabiliteit in die minibustaxibedryf en kan lei tot verdere voorvalle van geweld en lewensverlies. Dit moet tot elke prys vermy word.
3. Om die situasie te stabiliseer en spanning tussen operateurs by staanplekke of langs roetes af te weer, is dit my voorneme om sekere of al die minibustaxistaanplekke in die volgende gebiede te sluit:
  - “Die blad”
  - Delft – Roosendal
  - Delft – Leiden
  - Delft – Voorbrug
  - Delft – Eindhoven
  - Delft – Suburban Bliss (Delft-Suid)
  - Delft – Katanga
  - Kaapstad-stasiedek = baan 13
  - En/of enige ander staanplek wat dalk direk deur hierdie gewelddadige konflik geaffekteer word

Ek behou die reg voor om slegs sekere van die roetes in 'n spesifieke gebied of sekere van die laaisones by 'n spesifieke staanplek of staanplekke te sluit na gelang van die vordering wat gemaak word deur bemiddelaars en die taakspan, raad wat van ander belanghebbendes/regeringsdepartemente ontvang word en die situasie op grondvlak.

4. Die volgende roetes word tans deur die geweld in die minibustaxibedryf in die Delft-gebied geaffekteer:

Oorsprong	Bestemming
Delft	Kaapstad
Delft	Elsiesrivier
Delft	Belhar Parow
Delft	Bellville
Delft	Mitchells Plain
Delft	Langa
Delft	Epping
Delft	Unibell
Delft	Intermunisipaal
Delft	Interprovinsiaal
Delft	Nyanga

5. Indien daar enige verdere voorvalle van geweld is, sal dit my geen keuse laat as om die genoemde roetes/staanplekke vir 'n aanvanklike periode van tot twee maande te sluit nie en om die proses om die 75 onwettige operateurs te wettig, te kanselleer of uit te stel. Voor die staanplekke/roetes gesluit word, sal ek 'n finale kennisgewing in die Staatskoerant plaas. Dit sal my Departement voldoende tyd gee om met alle belanghebbendes te vergader om 'n gebeurlikheidsplan te formuleer en om pendelaars en gemeenskapsorganisasies oor die voorgestelde stappe in te lig. Indien vrede en stabiliteit in die gebied voor die einde van die periode van twee maande tot my bevrediging herstel word, sal die roetes/staanplekke heropen word en die opskorting soos opgelê op die verenigings en bedryfslisensies/-permitte sal opgehef word. Sou my Departement nie in staat wees om die konflik binne die vasgestelde periode te beëindig nie, sal die maatreëls vir 'n verdere periode van twee maande geld en daarna herhaal word vir solank as wat die situasie onbevredigend bly.
6. Waar staanplekke/ roetes gesluit word, sal alle geaffekteerde permitte/bedryfslisensies vir die periode soos genoem in paragraaf 5 opgeskort word. Dit sluit tydelike bedryfslisensies en kontrakbedryfslisensies in wat vir die Delft-gebied deur die provinsiale regulatoriese entiteit uitgereik is. Die voorsiening van openbarevervoerdienste op die geslote roetes of in verklaarde gebiede deur huidige operateurs (met enige bedryfslisensie) maak 'n misdryf uit en 'n boete van R15 000 of gevangenisstraf van hoogstens 6 maande sal opgelê word. Voertuie sal ook geskut word indien die bepalings en voorwaardes van die regulasies oortree word. Let wel dat 'n oortredende operateur die risiko loop van die terugtrekking van sy of haar bedryfslisensie/-permit kragtens die bepalings van artikel 79 van die NLTA.
7. Ek is ook van voorneme om my magte kragtens artikel 74 van die NLTA aan te wend om ander operateurs, wat nie die houers van bedryfslisensies/ -permitte vir die huidige geaffekteerde roetes/ gebiede hoef te wees nie, toe te laat om in te kom en dienste in die tussentydse periode te lewer totdat die situasie weer na normaal terugkeer. Tydelike bedryfslisensies sal vir hierdie doel uitgereik word kragtens die bepaling van artikel 91(6) saamgelees met artikel 60 van die NLTA.

#### **Kommentaar/vertoë deur belangstellende of geaffekteerde partye**

8. Alle persone wat 'n belang by die saak het of wat deur sodanige regulasies geaffekteer word, kan binne 'n periode van 7 kalenderdae vanaf die datum van

hierdie kennisgewing skriftelik verhoë rig aan die Departement en kan ook redes vir die voorgestelde regulasies versoek.

9. Verhoë kan op of voor **31 Maart 2017** by die Departement van Vervoer en Openbare Werke, 8ste verdieping, kamer 8-29, Dorpstraat 9, Kaapstad ingedien word.



DAC Grant

**Minister: Vervoer en Openbare Werke**

**Wes-Kaap**

**Datum:** 23 March 2017

**INJONGO YOKUMISELA AMANYATHELO ANGAQHELEKANGA KWINDAWO ECHAZIWEYO****Imvelaphi nenjongo yemigaqo**

1. Kwiveki ezi-3 ezidlulileyo indawo yaseDelft iye yaphazamiseka ziziganeko zobundlobongela kunye nokubulawa ngaphandle kwesizathu kwabanini kunye nabaqhubi beeteksi. Ezi zenzo zingekho mthethweni zenziwa ngabantu okanye amaqela abandakanyeka kushishino lonooteksi kukunyhashwa okucacileyo koMgaqo-siseko oQhelekileyo, iNdlela yokuziPhatha nolawulo lwezothutho kunye neMemorandum yeSivumelwano eyasayinwa ngabo bonke abachaphazelekayo ukuqinisekisa uxolo nozinzo kwindawo yaseDelft. Ubundlobongela nguyena nobangela wale ngxabano kulawulo lweendlela ezihamba kwalapha kufutshane nezihamba imigama emide (umz. Umgca ongu-13 erenkini yeeteksi eKapa).
2. Abakhweli baba kumngciphelo wokonzakala okanye babulawe kubundlobongela obuye buqhubeke. Ngomhla we-19 kweyoKwindla yowama-2017 bekukho isiganeko apho kwakudutyulwa amapolisa esenza umsebenzi wawo kwindawo yaseDelft. Ukuhlaselwa kwamagosa onyanzeliso-mthetho kwenza ukuba imeko ingalawuleki kwaye kukho inkxalabo yokuba obu bundlobongela busenokwanda bube yimfazwe enkulu phakathi kwemibutho yeeteksi esebenza ukuya nokubuya kwindawo yaseDelft.
3. Ingxabano yokuqala eDelft yande ikakhulu kwirenki engekho mthethweni ekuthiwa yi' die blad'' yaya kufika naserenkini yeeteksi eDolophini eKapa kunye nezinye iindlela ezikufutshane kule ndawo. Amatyala amaninzi ohlaselo achaziwe kweli Sebe, nto leyo iye yakhokelela ekubeni abanini-ziteksi abasemthethweni banqandwe ekwenzeni umsebenzi wabo. Kwakhona kukho ingxabano enkulu yokulawula iindlela eziya kumanye emaphondo (imigama emide) ukuya eMpuma Koloni ukusuka eDelft. Ingxabano kule ndawo ibaselwe ngokuqulunqwa kwebhungana leSANTACO elaziwa njengeDelft region ekuqhubeni ulonyulo lwephondo lweSANTACO. Kwakhona kukho ubungqina obubonakalayo obucebisa ukubandakanywa kwemibutho esebenza ngaphandle kwaseDelft kwiziganeko zobundlobongela ekubhekiselelwe kuzo apha. Le mibutho ibandakanyeka kobu bundlobongela kule ngxabano izimanye kule mimandla ilandelayo yeSANTACO:
  - INorthern Region – iDelft Cape Town Taxi Association
  - ICATA region – iCATA Seawater Taxi Association

4. Isebe lezoThutho neMisebenzi kaRhulumente libambisene neSixeko saseKapa, linikezele ngexesha elininzi kunye neenzame zokugcina uxolo kunye nozinzo eDelft. Kubanjwe iintlanganiso ezininzi ezichaphazela imibutho ukuze kubekwe abanini-ziteksi abangama-75 abangekho-mthethweni, okushiyeke kwingxabano edlulileyo, nemibutho yeendlela ukuze kushukuxwe izizathu ezikhoyo ezingunobangela wengxabano nokungabikho kozinzo kuze kubonwe ukuba kungangenelelwa njani ngokunempumelelo ukuzisa uxolo nozinzo kule ndawo.
5. Imibutho echaphazelekayo kunye nemimandla ithathe inxaxheba kwinkqubo ethathe ixesha elide yokushukuxa ingxaki eqhubekayo yeeteksi kunye nokruthakruthwano eDelft. Le nto ibisindlekwe liSebe lezoThutho libambisene neSixeko saseKapa kunye noSANTACO waseNtshona Koloni. Kwavunyelwana ngenkqubo yokubeka abanini-ziteksi abangekho mthethweni abangama-75 kwimibutho yeendlela ezingama-24. Intlanganiso yokugqibela ebibanjwe ngomhla wama-22 kweyoMdumba yowama-2017, yabona ukuba mayiphume kwiDelft Cape Town Taxi Association, ibanga ngelithi ayisixhasi isivumelwano ekwagqitywa kuso ngabadlali-ndima abaninzi. Le nto ke isonakalise ngokukuko isivumelwano. Ukusukela ngoko, akukhange kubekho kuhlanguana kwakhona nabo bachaphazelekayo ukuze kuxoxwe ngesivumelwano ezinokuba lulutho.
6. Iinzame ezihlangeneyo zeSebe lezoThutho neMisebenzi kaRhulumente, iSixeko saseKapa kunye neSANTACO zayithomalalisa le meko okwexeshana, kodwa zange ibuphelise ngokugqibeleleyo ubundlobongela kule ndawo. Ukulandela ukuphela kothetha-thethwano lokubeka abanini-ziteksi abangekho mthethweni abangama-75, imeko yaseDelft zange iphucuke bade abakhweli abakhuseleka.
7. Sibuvile ubundlobongela nokungazinzi kushishino lweeteksi eDelft, kube ngumbono weSebe lezoThutho neMisebenzi kaRhulumente kunye neSixeko saseKapa into yokuba bakwimeko engamkelekanga nezoyikiso zokungakhuseleki abakhweli abasebenzisa ezi nkonzo, abahlali kunye nabantu abangena kwezi ndawo. Kunyanzelekile urhulumente ukuba aqinisekise ngemeko ekhuselekileyo, ethembekileyo nenesidima kubantu abasebenzisa izithuthi zikawonke-wonke kwaye le nto yenza ukuba kube yimfuneko ukuphumeza amanyathelo angaqhelekanga.



## Amanyathelo/ Imigaqo eCetyisiweyo

1. NjengoMEC wezoThutho neMisebenzi kaRhulumente kwiPhondo leNtshona Koloni, ndisebenzisa amagunya am ngokwecandelo lama-91 loMthetho weziThuthi ezihama eMhlabeni weSizwe (uMthetho we-5 wowama-2009) (NLTA). Emva kokuba ndiye ndaqhagamshelana nabasemagunyeni bocwangciso abafanelekileyo (kule imeko siSixeko saseKapa), ndenza isaziso senjongo yam yokuthatha elinye okanye amaninzi okanye onke kula manyathelo alandelayo:

- Ukubhengeza ukuba indawo yokuhlala yaseDelft yindawo enomngcipheko omkhulu ngenxa yobundlobongela boonoteksi;
- Ukuvala enye okanye ezininzi okanye zonke iindlela okanye irenki kule ndawo ichaziweyo ukuba zisetyenziswe lulo naluphi na uhlobo lwenkonzo yothutho kawonke-wonke (ngoonteksi abachaphazelekayo), kwixesha elichazwe kwesi saziyo;
- Ukucacisa ngeeteksi ezisemthethweni eDelft ndize ndingakuvumeli ukubonelelwa ngeenkonzo eziluhlobo lweeteksi kwiirenki ezingekho mthethweni, kubandakanywa ezo zivaliweyo;
- Ukurhoxisa ilayisenisi yokusebenza okanye iphepha-mvume eligunyazisa naziphi na iinkonzo ezikwindlela okanye iindlela ezivaliweyo okanye kwirenki okanye iirenki ezivaliweyo (koonoteksi abachaphazelekayo) kwindawo echaziweyo kwixesha elifanelekileyo;
- Ukuyalela ukuba akukho mntu uza kwenza naziphi na kwezi nkonzo kwindlela okanye iindlela ezivaliweyo okanye kwirenki okanye iirenki ezivaliweyo kwindawo echaziweyo okanye ngokwelayisenisi yokusebenza okanye iphepha-mvume oko kurhoxisiwe;
- Ukurhoxisa okwexeshana nayiphi na ilayisenisi yokusebenza okanye iphepha-mvume njengoko oko kugunyazisa izithuthi zikawonke-wonke kwindawo echaziweyo kwindlela okanye iindlela okanye irenki okanye iirenki **ezingavalwanga** ngokwale migaqo. Akukho noteksi oza kuvumeleka ukuba enze umsebenzi ongomnye ngala maphepha-mvume okanye ilayisenisi zokusebenza zirhoxisiweyo; kunye
- Nokuvumela abanye onoteksi, abafuna ukuba babe nelayisenisi zokusebenza/ amaphepha-mvume kwezi ndlela/ indawo zichaphazelekile kungokunje, ukuze bangene kwaye banikezele iinkonzo ixeshana de imeko ibuyele esiqhelweni.

***Nceda uqaphele ukuba la manyathelo aza kwenziwa ngokwamabakala ngokwendlela endigqibe ngayo emva kokuba ndihlangene namanye amasebe karhulumente nabo bachaphazelekayo.***

2. Le meko ixhalabisayo ayenzi xolo nazinzo kushishino lweeteksi kwaye ingakhokelela kwiziganeko ezininzi zobundlobongela kunye nokubhubha kwabantu. Le nto singakwazi ukuyinqanda sisonke.
3. Ukwenza le meko izinze kunye nokunqanda ukuthakruthwano phakathi koonoteksi ezirenkini okanye ezindleleni, kuyinjongo yam ukuvala iirenki zeeteksi ezithile okanye zonke kwezi ndawo zilandelayo:

- E“Die blad”
- EDelft - Roosendal
- EDelft – Leiden
- EDelft – Voorbrug
- EDelft – Eindhoven
- EDelft – Suburban Bliss (Delft South)
- EDelft – Katanga
- ECape Town Station deck= Lane 13
- Kunye okanye enye irenki enokuchaphazeleka ngokuthe ngqo yile ngxabano inobundlobongela

Ndinelungelo lokuvala kuphela ezithile zezi ndlela kwindawo ethile okanye imigca ethile yokukhwelisa kwirenki okanye iirenki ezithile oko kuxhomekeke kwinkqubo eyenziwa ngabalami kunye neQela eliSebenzayo, ingcebiso esiyifumene kwabanye abachaphazelekayo/ amasebe karhulumente kunye nemeko esiyibonayo.

4. Ezi ndlela kungokunje zichaphazelekile bubundlobongela boshishino loonoteksi eDelft:

Ukusuka	Ukuya
EDelft	EKapa
EDelft	E-Elsies River
EDelft	EBelhar Parow
EDelft	EBellville
EDelft	EMitchell's Plain
EDelft	KwaLanga
eDelft	E-Epping
EDelft	E-Unibell
EDelft	KooMasipala
EDelft	KuMaphondo
EDelft	Nyanga

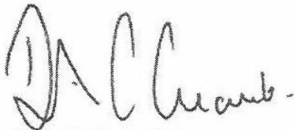
5. Ukuba kuphinde kwakhona iziganeko zobundlobongela, andizukuthandisa mntu ntonje ndiza kuvala ezi ndlela/ iirenki zichaziweyo kangangeenyanga ezimbini kuqala ndize ndiyiphelise okanye ndiyihlehlise le nkqubo yokufaka emthethweni oonoteksi abangama-75. Ngaphambi kokuba iirenki/ iindlela zivalwe, ndiza kupapasha isaziso esigqibeleleyo kwiGovernment Gazette. Le nto iza kunika iSebe lam ixesha elaneleyo lokuhlangana nabo bonke abachaphazelekayo ukuze kuqulunqwe isicwangciso selixa likaxakeka nokwazisa abakhweli kunye nemibutho yasekuhlaleni ngenyathelo elicetyiweyo. Ukuba uxolo nozinzo kule ndawo luye lwandanelisa ngaphambi kokuba kuphele eli xesha leenyanga ezimbini, iindlela/ iirenki ziza kuphinda zivulwe kwaye luza kupheliswa urhoxiso obelwenziwe kwimibutho kunye nelayisenisi zokusebenza/ okanye amaphepha-mvume. Ukuba iSebe lam alikwazanga ukusombulula le ngxaki ngeli xesha libekiweyo, amanyathelo aza kunwenwela kwelinye ixesha leenyanga ezimbini ezongezelelweyo kwaye kuphinda-phinde ukuba imeko ayide yanelise.
6. Kwiirenki/ iindlela ezivaliweyo, onke amaphepha-mvume/ iilayisenisi zokusebenza ziza kurhoxiswa kwixesha ebelichazwe kumhlathi we-5). Oku kubandakanya iilayisenisi zokusebenza zexeshana kunye neelayisenisi zokusebenza zengqesho ezikhutshelwe indawo yaseDelft liQumrhu leMigaqo yePhondo. Ukukhweliswa kwiindlela ezivaliweyo okanye kwiindawo ezichaziweyo ngoonoteksi bangoku (abanelayisenisi zokusebenza) sisenzo solwaphulo-mthetho kwaye uza kohlwaywa i-R15,000 okanye uvalelwe entolongweni, ixesha elingadlulanga kwiinyanga ezi-6. Izithuthi ziza kuthinjwa ukuba imigaqo nemiqathango ityeshelwe. Nceda uqaphele ukuba unoteksi owaphula umthetho naye usemngciphekweni wokuba ilayisenisi yakhe yokusebenza/ iphepha-mvume ingarhoxiswa kusetyenziswa izibonelelo zecandelo lama-79 le-NLTA.
7. Ndijolise ekusebenziseni amagunya am ngokwecandelo lama-74 le-NLTA ukuze ndivumele abanye oonoteksi, ekunganyanzelekanga ukuba babe neelayisenisi zokusebenza/ okanye amaphepha-mvume ukuba basebenze kwezi ndlela/ iindawo okwangoku, okwexeshana ide imeko ibuyele esiqhelweni. Kuza kukhutshwa iilayisenisi zokusebenza zexeshana ukuze kwenziwe loo msebenzi kusetyenziswa icandelo lama-91 (6) lifundwa necandelo lama-60 le-NLTA.

#### **Uvakaliso-zimvo/ lintetho ngabanomdla okanye abachaphazelekayo**

8. Bonke abantu abanomdla kulo mba okanye abachatshazelwayo yile migaqo bangenza iintetho zabo ezibhaliweyo bazise kwiSebe kwixesha eliziintsuku ezisi-7

zekhalenda ukusukela ngomhla esikhutshwe ngawo esi saziso kwaye basenokucela izizathu zale migaqo icetyisiweyo.

9. limbalelwano zingangeniswa kwiSebe lezoThutho neMisebenzi kaRhulumente, kumgangatho we-8, kwiGumbi elingu- 8-29, e-9 Dorp Street, Cape Town ngaphambi okanye ngomhla wama-**31 kweyoKwindla 2017**.



DAC Grant

**UMphathiswa wezoThutho neMisebenzi kaRhulumente**

**IPhondo leNtshona Koloni**

Umhla: *23 March 2017*





# **WARNING!!!**

## **To all suppliers and potential suppliers of goods to the Government Printing Works**

The Government Printing Works would like to warn members of the public against an organised syndicate(s) scamming unsuspecting members of the public and claiming to act on behalf of the Government Printing Works.

One of the ways in which the syndicate operates is by requesting quotations for various goods and services on a quotation form with the logo of the Government Printing Works. Once the official order is placed the syndicate requesting upfront payment before delivery will take place. Once the upfront payment is done the syndicate do not deliver the goods and service provider then expect payment from Government Printing Works.

Government Printing Works condemns such illegal activities and encourages service providers to confirm the legitimacy of purchase orders with GPW SCM, prior to processing and delivery of goods.

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Anna-Marie du Toit (012) 748-6292 ([Anna-Marie.DuToit@gpw.gov.za](mailto:Anna-Marie.DuToit@gpw.gov.za)) and

Siraj Rizvi (012) 748-6380 ([Siraj.Rizvi@gpw.gov.za](mailto:Siraj.Rizvi@gpw.gov.za))

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