



Operating Licence Strategy

Cape Winelands District Integrated
Transport Plan 2016-2020

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Client contact: Chwayita Nkasela/ Bevan Kurtz

Drafted by: Gregory Pryce-Lewis

Checked by: Roy Bowman

Signature:

Date:

Client approval by:

Signature:

Date:

CONTENTS

1. ORIENTATION	5
1.1 PURPOSE AND OBJECTIVES.....	5
1.2 RESPONSIBLE AUTHORITY	5
1.3 DESCRIPTION OF THE AREA	6
1.4 PERIOD OF VALIDITY	6
2. THE PUBLIC TRANSPORT SYSTEM	7
2.1 PUBLIC TRANSPORT SERVICES AND ROUTES.....	7
2.1.1 <i>Minibus Taxi Services</i>	7
2.1.2 <i>Bus Services</i>	13
2.2 PUBLIC TRANSPORT FACILITIES.....	13
2.2.1 <i>Minibus Taxi Facilities</i>	13
2.2.2 <i>Bus Facilities</i>	14
2.3 PUBLIC TRANSPORT SURVEYS	15
2.4 CURRENT OPERATING LICENCES	16
3. POLICY, LEGISLATION AND RESTRUCTURING PROPOSALS	23
3.1 POLICY AND LEGISLATION.....	23
3.2 TYPES OF OPERATING LICENCE	24
3.3 RESTRUCTURING OF PUBLIC TRANSPORT	24
4. OPERATING LICENCE PLAN	26
4.1 INTRODUCTION	26
4.2 EVALUATION PROCESS	27
4.3 EVALUATION OF SUPPLY AND DEMAND	28
4.3.1 <i>Supply and Demand on Public Transport Routes</i>	28
4.3.2 <i>Public Transport Facilities</i>	32
4.3.3 <i>Future Routes</i>	34
4.4 OPERATING LICENCE MANAGEMENT SYSTEM	34
4.5 RECOMMENDATIONS AND CONDITIONS OF APPROVAL.....	34
4.5.1 <i>Electronic Hailing Services</i>	50
5. LAW ENFORCEMENT	52
6. STAKEHOLDER CONSULTATION	52
7. PROPOSALS FOR IMPLEMENTATION	52
8. FINANCIAL IMPLICATIONS	53

TABLES

TABLE 1-1: MAIN TOWNS AND SETTLEMENTS.....	6
TABLE 2-1: EXISTING MINIBUS TAXI LICENCED ROUTES IN BREEDE VALLEY	7
TABLE 2-2 EXISTING MINIBUS TAXI LICENCED ROUTES IN DRAKENSTEIN.....	8
TABLE 2-3 EXISTING MINIBUS TAXI LICENCED ROUTES IN LANGEBERG	9
TABLE 2-4 EXISTING MINIBUS TAXI LICENCED ROUTES IN WITZENBERG	10
TABLE 2-5: ROUTES CURRENTLY IN OPERATION BASED ON 2015 SURVEYS.....	12
TABLE 2-6: MINIBUS TAXI FACILITIES	13
TABLE 2-7: CURRENT OPERATING LICENCES FOR MINIBUS SERVICES IN BREEDE VALLEY	16
TABLE 2-8 CURRENT OPERATING LICENCES FOR MINIBUS SERVICES IN DRAKENSTEIN	17
TABLE 2-9 CURRENT OPERATING LICENCES FOR MINIBUS SERVICES IN LANGEBERG	21
TABLE 2-10 CURRENT OPERATING LICENCES FOR MINIBUS SERVICES IN WITZENBERG	22
TABLE 4-1: OPERATING LICENCE EVALUATION PROCEDURE	28
TABLE 4-2: BREEDE VALLEY: OVER AND UNDER SUPPLY OF VEHICLES	30
TABLE 4-3: DRAKENSTEIN: OVER AND UNDER SUPPLY OF VEHICLES	30
TABLE 4-4: LANGEBERG: OVER AND UNDER SUPPLY OF VEHICLES.....	31
TABLE 4-5: WITZENBERG: OVER AND UNDER SUPPLY OF VEHICLES	31
TABLE 4-6: BREEDE VALLEY – RANK UTILISATION	32
TABLE 4-7: DRAKENSTEIN – RANK UTILISATION.....	32
TABLE 4-8: LANGEBERG – RANK UTILISATION	33
TABLE 4-9: WITZENBERG – RANK UTILISATION	33
TABLE 4-10: MATTERS TO BE CONSIDERED WHEN EVALUATING AN OPERATING LICENCE APPLICATION	36
TABLE 8-1: FINANCIAL IMPLICATIONS	53
TABLE 8-2: OPERATING LICENCES BREEDE VALLEY (DE DOORNS TAXI ASSOCIATION).....	54
TABLE 8-3: OPERATING LICENCES: DRAKENSTEIN (PAARL ALLIANCE & WELLINGTON UNITED, WELLINGTON UNION, HUGENOT, UNITED PAARL, CATA BOLAND TAXI ASSOCIATION).....	58
TABLE 8-4: OPERATING LICENCES LANGEBERG (MONTAGU TAXI ASSOCIATION & ROBERTSON TAXI ASSOCIATION AND BONNIEVALE TAXI ASSOCIATION).....	70
TABLE 8-5: OPERATING LICENCES WITZENBERG (CERES NDULI AND CERES DISTRICT TAXI ASSOCIATION)	78
TABLE 8-6: BREEDE VALLEY: OPERATING LICENCE REQUIREMENTS AND ROUTE CAPACITIES.....	83
TABLE 8-7: DRAKENSTEIN: OPERATING LICENCE REQUIREMENTS AND ROUTE CAPACITIES	84
TABLE 8-8: LANGEBERG: OPERATING LICENCE REQUIREMENTS AND ROUTE CAPACITIES	86
TABLE 8-9: WITZENBERG: OPERATING LICENCE REQUIREMENTS AND ROUTE CAPACITIES	87

FIGURES

FIGURE 3-1: CAPE WINELANDS: PROPOSED INTEGRATED PUBLIC TRANSPORT NETWORK	25
FIGURE 4-1: OPERATING LICENCE EVALUATION PROCESS	27

1. Orientation

1.1 Purpose and Objectives

The National Land Transport Act (NLTA) No 5 of 2009 (the Act) provides for the process of transformation and restructuring of the national land transport system and includes the regulation of road based public transport. Sections 20 and 23 of the Act provide for the establishment of a National Public Transport Regulator (NPTR) and a Provincial Regulatory Entity (PRE) to consider applications regarding Operating Licences for inter-provincial and intra-provincial transport respectively, subject to the procedures set out in Chapter 6 of the Act.

In the Western Cape Province, the Operating Licence function has been assigned to the Western Cape Government which has established a PRE as required by the Act. Applications for Operating Licences received by the PRE (or by the NPTR) must be referred to the relevant Planning Authority (Municipality) which must then indicate if there is a need for the service in terms of its Integrated Transport Plan. Planning Authorities may recommend that the application be accepted or rejected or may attach conditions to the approval.

If the Operating Licence function has been assigned to a Municipality (Section 11 of the Act), then the Municipality is responsible for deciding on applications for Operating Licences for public transport services in its area of jurisdiction. At this stage the Operating Licence function has not been assigned to the Cape Winelands District Municipality or the Local Municipalities (Breede Valley, Drakenstein, Langeberg, Witzenberg and Stellenbosch) that fall under its jurisdiction and these Municipalities must thus respond and comment on Operating Licence applications referred to it by the PRE.

The purpose and objective of the Operating Licence Strategy (OLS) is to enable the Cape Winelands District Municipality to make recommendations to the PRE based on the policies and strategies contained in its District Integrated Transport Plan (DITP) including strategies pertaining to the role of each public transport mode, supply and demand for public transport, the use and capacity of public transport facilities and any plans for the rationalization of the public transport system (e.g. the establishment of an Integrated Public Transport Network).

1.2 Responsible Authority

The Cape Winelands District Municipality is responsible for the preparation and implementation of a District Integrated Transport Plan for its area. The DITP contains a Current Public Transport Record (CPTR), including a full description of the public transport system and the supply and demand for public transport services and facilities, and a Rationalisation Plan for public transport including the planning of an Integrated Public Transport Network (IPTN).

The CPTR and the IPTN are the principle instruments on which comments and conditions for the granting or rejection of applications for Operating Licences will be based.

1.3 Description of the Area

The Cape Winelands District Municipal area lies adjacent to the Cape Town Metropolitan Municipality and is bisected by the national route N1.

The following are the main settlements that fall within the area (the Stellenbosch Municipality is excluded from the table as it is preparing its own Comprehensive Integrated Transport Plan):

Table 1-1: Main Towns and Settlements

Local Municipality	Town
Breede Valley	Worcester
	Touws River
	De Doorns
	Rawsonville
Drakenstein	Paarl
	Mbekweni
	Wellington
	Hermon
	Saron
	Gouda
Langeberg	Ashton
	Montagu
	Robertson
	Bonnievale
Witzenberg	Ceres
	Tulbagh
	Nduli
	Prince Alfred Hamlet
	Wolseley
	Op-die-Berg

Public transport services within the area are provided by a commuter rail system that links Cape Town to Paarl, Wellington, Worcester and Stellenbosch and there is an extensive informal minibus taxi system operating in all the local municipalities. There are also long distance bus operations between Cape Town and the other big cities in South Africa which pass through the district and stop in Paarl, Stellenbosch and Worcester.

1.4 Period of Validity

This Operating Licence Strategy is a component of the DITP for the five year period from 2016 to 2020.

The DITP and the OLS must be updated annually in compliance with the National Land Transport Act.

2. The Public Transport System

The public transport system for which Operating Licences are issued is described below.

2.1 Public Transport Services and Routes

2.1.1 Minibus Taxi Services

The PRE database contains route descriptions for the minibus taxi routes listed in Table 2-1 to 2-4 for each local municipality. It should be noted that, according to the PRE database, Operating Licences have currently not been issued in respect of all of these routes. These tables do not necessarily correspond to the list of routes for which Operating Licences have currently been issued in section 2.4. A list of the routes and their descriptions can be found in the Current Public Transport Record.

Table 2-1: Minibus Taxi Routes in Breede Valley

No.	Route Code	Origin - Destination
1	629	WORCESTER - WORCESTER
2	629	WORCESTER - WORCESTER
3	764	DE DOORNS - WORCESTER
4	834	TOUWSRIVIER - WORCESTER
5	834	TOUWSRIVIER - WORCESTER
6	835	TOUWSRIVIER - TOUWSRIVIER
7	835	TOUWSRIVIER - TOUWSRIVIER
8	972	WORCESTER - WORCESTER
9	992	ZWELENTEMBA - WORCESTER
10	A87	WORCESTER - BELLVILLE
11	C39	WORCESTER - QUEENSTOWN
12	C40	WORCESTER - COFFEE BAY
13	C41	WORCESTER - CALA
14	C42	WORCESTER - MOUNT FLETCHER
15	C43	WORCESTER - IDUTYWA
16	C44	WORCESTER - DORDRECHT
17	C45	WORCESTER - INDWE
18	C46	WORCESTER - KING WILLIAMSTOWN
19	C47	WORCESTER - BUTTERWORTH
20	C48	WORCESTER - STERKSPRUIT
21	H65	RAWSONVILLE - SLANGHOEK
22	H66	RAWSONVILLE - VOORSORG - LOUWSHOEK
23	H67	RAWSONVILLE - GOUDINI
24	H68	RAWSONVILLE - WORCESTER
25	H77	DE DOORNS N1 - WORCESTER
26	H77	DE DOORNS N1 - WORCESTER
27	H78	DE DOORNS - WORCESTER
28	H78	DE DOORNS - WORCESTER
29	J39	DE DOORNS - MOUNTAIN LODGE

No.	Route Code	Origin - Destination
30	J40	DE DOORNS - KLEINBERG
31	J45	DE DOORNS - BO-VALLEI
32	J46	DE DOORNS - DE DOORNS
33	N33	DE DOORNS - WORCESTER
34	N50	DE DOORNS - STERKSPRUIT
35	N51	DE DOORNS - VAALBANK
36	O57	TOUWSRIVIER - DE DOORNS - WORCESTER - BELLVILLE
37	P50	TOUWSRIVIER - HUGUENOTE STASIE, PAARL - BELLVILLE

Source: PRE database, April 2015

Table 2-2 Minibus Taxi Routes in Drakenstein

No.	Route Code	Origin - Destination
1	640	MATCO (FOODWORLD) KLEIN DRAKENSTEIN - SHOPRITE PAARL
2	641	CHICAGO PAARL - SHOPRITE PAARL
3	644	MBEKWENI - BUTTERWORTH
4	765	CHECKERS PAARL - HUGUENOT SPOORWEGSTASIE PAARL
5	767	MBEKWENI - PAARL
6	771	WELLINGTON - PLASE WELLINGTON
7	772	WELLINGTON - PLASE WELLINGTON
8	773	WELLINGTON - PLASE WELLINGTON
9	774	WELLINGTON - PLASE WELLINGTON
10	780	MBEKWENI - AMBAGSVALLEI PAARL
11	786	AMSTELHOF - SHOPRITE PAARL
12	803	MBEKWENI - PAARL
13	863	HUGUENOT SPOORWEGSTASIE PAARL - SHOPRITE PAARL
14	864	JAN PHILLIPS PAARL - AMSTELHOF PAARL
15	896	SARON - WELLINGTON
16	897	SARON - PORTERVILLE
17	899	AMSTELHOF - PAARL
18	907	KLEIN DRAKENSTEIN - PAARL
19	931	MBEKWENI - PAARL VIA DROMMEDARIS STREET
20	943	WELLINGTON - PAARL
21	958	NEDERBERG - SHOPRITE PAARL
22	958	NEDERBERG - SHOPRITE PAARL
23	959	PAARL SPOORWEGSTASIE - AMSTELHOF
24	960	PAARL HOSPITAAL - AMSTELHOF
25	961	GROENHEUWEL - SHOPRITE PAARL
26	962	HARPERSTRAAT AMSTERLHOF - SHOPRITE PAARL
27	963	CHICAGO PAARL - SHOPRITE PAARL
28	970	WELLINGTON - PAARL
29	993	MBEKWENI - PAARL
30	A11	MBEKWENI - MOUNT FLETCHER
31	A12	MBEKWENI - IDUTYWA

No.	Route Code	Origin - Destination
32	A7	MBEKWENI - QUEENSTOWN
33	A83	SARON - TULBAGH
34	B1	AMSTELHOF PAARL - DANDARA PLAAS PAARL
35	B10	NEDERBURG PAARL - KLEIN DRAKENSTEIN
36	B11	NEDERBURG PAARL - DRAKENSTEIN GEVANGENIS
37	B12	NEDERBURG PAARL - SHOPRITE PAARL
38	B13	NEDERBURG PAARL - MOUNTAIN VIEW PAARL
39	B14	DALJOSAFAT SPOORWEGSTASIE - NEDERBURG PAARL
40	B15	DALJOSAFAT SPOORWEGSTASIE - NEW ORLEANS
41	B16	DALJOSAFAT SPOORWEGSTASIE - DANDARACH PLAAS PAARL
42	B17	DALJOSAFAT SPOORWEGSTASIE - AMSTELHOF
43	B18	DALJOSAFAT SPOORWEGSTASIE - PAARL SPOORWEGSTASIE PAARL
44	B19	DALJOSAFAT SPOORWEGSTASIE - DRAKENSTEIN GEVANGENIS
45	B2	AMSTELHOF PAARL - PAARL SPOORWEGSTASIE PAARL
46	B20	CHICAGO TAXI RANK - DANDARACH PLAAS PAARL
47	B21	CHICAGO - PAARL SPOORWEGSTASIE PAARL
48	B22	CHICAGO - DE HOOP STEENWERKE PAARL
49	B23	CHICAGO - SHOPRITE PAARL
50	B24	CHICAGO - DRAKENSTEIN GEVANGENIS
51	B25	CHICAGO - SHOPRITE PAARL
52	F57	GOUDA - GOUDA

Source: PRE database, April 2015

Table 2-3 Minibus Taxi Routes in Langeberg

No.	Route Code	Origin - Destination
1	686	ROBERTSON - ROBERTSON
2	687	ROBERTSON - R60 ROBERTSON
3	688	ROBERTSON - PAD 1342 ROBERTSON
4	689	ROBERTSON - HOOFPAD 290 ROBERTSON
5	690	ROBERTSON - HOOFPAD 287 ROBERTSON
6	691	ROBERTSON - PAD 1372 ROBERTSON
7	692	ROBERTSON - DIE LAAITJIE ROBERTSON
8	693	ASHTON - WORCESTER
9	725	MONTAGU - ASHBURY
10	809	ASHTON - BONNIEVALE
11	810	ZOLANI - MONTAGU
12	811	ZOLANI - MONTAGU
13	812	ZOLANI - ROBERTSON
14	830	MONTAGU - MONTAGU
15	832	BONNIEVALE - BONNIEVALE
16	872	MONTAGU (KAROO DISTRICT)
17	908	ZOLANI ASHTON - MONTAGU
18	944	ROBERTSON - ROBERTSON

No.	Route Code	Origin - Destination
19	945	ASHTON - QUEESTOWN
20	967	ASHTON - MONTAGU
21	968	ASHTON - ROBERTSON
22	969	ASHTON - BONNIEVALE
23	994	ASHTON - KEISIE
24	D59	MONTAGU - KLIPHEUWEL
25	D61	ASHBURY - ASHTON
26	D95	ZOLANI - ASHTON
27	F2	BONNIEVALE PLASE R317 - BONNIEVALE
28	F3	BONNIEVALE - PLASE GELUKSHOOPPAD BONNIEVALE
29	F45	ASHTON - ROBERTSON
30	M1	CHRIS HANI TULBAGH - WELLINGTON SPOORWEGSTASIE
31	N34	ROBERTSON - BELLVILLE
32	N35	ROBERTSON - ASHTON
33	N36	ROBERTSON - MONTAGU
34	N37	ROBERTSON - BONNIEVALE
35	N40	BONNIEVALE - ROBERTSON
36	N43	BONNIEVALE - ASHTON
37	N52	ROBERTSON - BELLVILLE
38	O86	MONTAGUE - ASHTON
39	O87	MONTAGUE - ROBERTSON
40	Q30	MC GREGOR - MC GREGOR

Source: PRE database, April 2015

Table 2-4 Minibus Taxi Routes in Witzenberg

No.	Route Code	Origin - Destination
1	822	NDULI - CERES
2	823	NDULI - CERES
3	875	TULBAGH - TULBAGH SPOORWEGSTASIE
4	876	TULBAGH - PLASE PAD 1476
5	877	TULBAGH - PLASE PAD 1461
6	878	TULBAGH - TULBAGH
7	898	CERES - BELLA VISTA
8	C10	CERES - AGTERWITZENBERGVALLEI DIST CERES
9	D46	TULBAGH - WELLINGTON
10	D65	PRINCE ALFRED HAMLET - PRINCE ALFRED HAMLET
11	D66	PRINCE ALFRED HAMLET - CERES
12	D67	PRINCE ALFRED HAMLET - PLASE PRINCE ALFRED HAMLET
13	F7	CERES - CERES
14	G33	WOLSELEY - WOLSELEY
15	G42	TULBAGH - CERES
16	G43	TULBAGH - CERES

No.	Route Code	Origin - Destination
17	G44	TULBAGH - GOUDA/ONRUS
18	G45	TULBAGH - TWEE JONGEZELLEN
19	G47	WOLSELEY - CERES
20	G48	WOLSELEY - MONTANA
21	G49	WOLSELEY - PLASE WOLSELEY
22	G50	WOLSELEY - PLASE WOLSELEY
23	G51	WOLSELEY - PLASE WOLSELEY
24	G52	WOLSELEY - ARTOISSTASIE
25	H16	NDULI - NIEWEDORP (CERES)
26	H72	CERES - ROSENDAL DISTR. CERES
27	H73	CERES - DONKERBOS DISTR. CERES
28	H74	CERES - EZELFONTEIN DISTR. CERES
29	H75	CERES - LAASTEDRIF DISTR. CERES
30	H76	CERES - WOLSELEY
31	J85	CERES - STERKSPRUIT
32	J86	NDULI - STERKSPRUIT
33	K1	NDULI - STERKSPRUIT
34	K96	WOLSELEY - WOLSELEY (PINE VALLEY)
35	K97	WOLSELEY - WOLSELEY (MONTANA)
36	K98	WOLSELEY - TULBACH
37	K99	WOLSELEY - GOUDA
38	L1	WOLSELEY - WORCESTER
39	L2	WOLSELEY - WELLINGTON
40	L92	CHRIS HANI TULBAGH - TULBACH SPOORWEGSTASIE
41	L93	CHRIS HANI TULBAGH - PLASE PAD 1461
42	L94	CHRIS HANI TULBAGH - PLASE PAD 1476
43	L95	CHRIS HANI TULBAGH - TULBAGH
44	L96	CHRIS HANI TULBAGH - GOUDA
45	L97	CHRIS HANI TULBAGH - CERES
46	L98	CHRIS HANI TULBAGH - WOLSELEY
47	L99	CHRIS HANI TULBAGH - WORCESTER
48	M01	CHRIS HANI TULBAGH - WELLINGTON SPOORWEGSTASIE
50	N53	TULBAGH - PLASE TULBAGH

Source: PRE database, April 2015

Route descriptions and route maps showing the above routes are contained in the Current Public Transport Record for the Cape Winelands District ITP (2016-2020).

During surveys carried out to determine the utilisation of the above routes, it was ascertained that many of the routes were not being operated at the time of the survey and that the routes actually operated did not rigidly follow the official route descriptions contained in the PRE database. Several routes were also surveyed that did not appear to be official routes for which Operating Licences had been issued. Extensions to these routes or other unlicensed routes that may be in operation require consideration for new Operating Licences (refer to section 0).

The following routes were found to be frequently operated routes during the surveys:

Table 2-5: Routes Currently in Operation based on 2015 Surveys

Local Municipality	Origin Town	Currently operated routes (PRE route #)	Route (from survey)
Breede Valley	De Doorns	764, H77, H78, N33	De Doorns - Worcester
Breede Valley	Touwsriver	834	Touwsriver - Worcester
Drakenstein	Paarl	961, B46, I30	Groenheuwel Paarl - Paarl
Drakenstein	Paarl	786, 899	Huguenot to Station Amstelhof
Drakenstein	Paarl	No route code in PRE database	Huguenot Station to Chicago
Drakenstein	Paarl	767, 803, 931,993, B98, B99,	Huguenot Station to Mbekweni
Drakenstein	Paarl	958, B12	Huguenot Station to Nederburg
Drakenstein	Paarl	B25, B23, B26, 963, 641, B29, 959	Huguenot Station to Paarl
Drakenstein	Paarl	943,970	Huguenot Station to Wellington
Drakenstein	Paarl	943, 970	Solomon Street rank Paarl - Paarl
Drakenstein	Paarl	943, 970	Shoprite B to Wellington
Drakenstein	Paarl	767, 803, 931,993, B98, B99,	Shoprite B to Mbekweni
Drakenstein	Paarl	786, 899	Shoprite A to Amstelhof
Drakenstein	Paarl	B23, B25, B26,963, 641	Shoprite A to Chicago
Drakenstein	Paarl	767, 803, 931,993, B98, B99,	Shoprite A to Mbekweni
Drakenstein	Wellington	943, 970	Wellington to Paarl
Langeberg	Robertson	686	Robertson - robertson
Langeberg	Robertson	N37	Robertson - Bonnievale
Langeberg	Robertson	N34	Robertson - Bellville
Langeberg	Robertson	N35	Robertson - Ashton
Langeberg	Ashton	968	Ashton Multisave
Langeberg	Montagu	725	Montagu - Ashbury
Witzenberg	Wolseley	G47	Wolseley -Ceres
Witzenberg	Ceres	898	Ceres - Bella vista
Witzenberg	Nduli	822	Nduli - Ceres
Witzenberg	Ceres	D66	Prince Alfred Hamlet - Ceres
Witzenberg	Wolseley	G49, G50, G51	Wolseley - Plase Wolseley
Witzenberg	Tulbagh	G45	Tulbagh - Twee jongezelen
Witzenberg	Ceres	No route code in PRE database	Ceres - Bokkeveld
Witzenberg	Tulbagh	877	Tulbagh - Tulbagh Farms
Witzenberg	Tulbagh	875, 878	Tulbagh - Tulbagh
Witzenberg	Ceres	Q74	Ceres - Bellville

The supply and demand for public transport services on the above routes is assessed in section 4.3.1.

There are currently thirteen Taxi Associations in the Cape Winelands District Municipality to which individual minibus taxi owners must belong in order to be considered for an Operating Licence. These associations are:

- Paarl Alliance Taxi Association
- Wellington United Taxi Association
- Wellington Union Taxi Association

- Huguenot Taxi Association
- Paarl United Taxi Association
- CATA Boland Taxi Association
- Worcester United Taxi Association
- De Doorns Taxi Association
- Montagu Taxi Association
- Robertson taxi association
- Bonnievale Taxi Association
- Ceres Nduli Taxi Association
- Ceres District Taxi Association

2.1.2 Bus Services

Commercial long distance bus services are operated by InterCape, Greyhound, SA Road Link, and TransLux through the CWDM between Cape Town and Johannesburg, between Cape Town and Durban and between Cape Town and East London.

2.2 Public Transport Facilities

Full details of the location and facilities available at existing ranks used by minibus taxi operators are included in the Transport Register.

2.2.1 Minibus Taxi Facilities

Formal taxi facilities are those where specific infrastructure such as shelters and ablutions have been constructed. Informal facilities include areas that are used by public transport without any kind of “betterment” or surfaced parking areas that have been constructed but not specifically as a taxi rank. A list of the existing taxi facilities is included in Table 2-6.

Table 2-6: Minibus Taxi Facilities

Town	Facility Name:	Facility Type:
Touws River	Touws River Rank (Spar)	Informal Rank
De Doorns	De Doorns Parking-U Save	Informal Rank
De Doorns	Sentrale Bande	Informal Rank
De Doorns	Matroos Drankwinkel	Informal Rank
Paarl	Amstelhof	Taxi Rank
Paarl	School Street/Main Road	Taxi Rank
Paarl	Huguenot Sation	Taxi Rank
Paarl	Shoprite/MATCO	Taxi Rank
Paarl	Old Van Der Westhuizen	Pick up- Drop
Paarl	Shanoor Fashions	Pick up- Drop
Paarl	Checkers	Loading
Paarl	Shoprite B	Taxi Rank
Paarl	Shoprite A	Taxi Rank
Paarl	Groenheuwel	Informal Rank
Paarl	Fairyland	Informal Rank
Paarl	Smartie Town	Taxi Rank
Paarl	Drommedaris	Informal Rank

Town	Facility Name:	Facility Type:
Paarl	Newtown informal	Pick up/drop
Mbekweni	Midway Mall Informal	Pick up/Drop
Mbekweni	Mbekweni	Formal Rank
Mbekweni	Mbekweni Rank	Informal Rank
Paarl	Thusong	Informal Rank
Paarl	Dal Josafat Station	Taxi Rank
Paarl	TC Newman Hospital	Informal Rank
Paarl	Conrad	Informal Rank
Paarl	Ivanhoe	Informal Rank
Paarl	Chicago	Informal Rank
Wellington	Wellington Rank	Taxi Rank
Ashton	Ashton Multisave	Informal
Ashton	Taxi Rank Koo	Informal
Montagu	Taxi Rank	Informal
Montagu	On Street Rank	Informal
Robertson	Shoprite Rank	Informal
Robertson	Pick n Pay Rank	Informal
Ashton	Zolani	Formal
Bonnievale	Bonnievale Rank	Formal
Robertson	SAPS	Formal
Ceres	Vos Street	Taxi Rank
Tulbagh	Tulbagh Taxi Rank	On Street Taxi Rank
Ceres	Ceres Nduli Taxi Rank	Formal Taxi Rank
Ceres	Vos Street Taxi Rank	Formal Taxi Rank
Ceres	Koue Bokkeveld	Informal Taxi Rank
Nduli	Nduli Taxi Rank	Formal Rank
Prince Alfred Hamlet	Prince Alfred Hamlet Rank	Formal Taxi Rank
Wolseley	Wolseley Rank	Informal Taxi Rank

2.2.2 Bus Facilities

There is a formal stopping facility for long distance bus services in each of the following towns at the indicated locations:

Paarl: Shell Garage, cnr Main and South Roads

Worcester: Shell Ultra City off the N1

Touwsriver: Kom Kyk Motors

Robertson: Police Station

The detailed routes and timetables for long distance buses that stop to pick up or drop off passengers in the Cape Winelands can be found in the CPTR document.

2.3 Public Transport Surveys

Surveys of public transport operations are required to obtain information necessary to evaluate the supply and demand for public transport services and the requirements and capacity of public transport facilities. Surveys are usually undertaken at specific locations such as terminals, stops or ranks, or on-board public transport vehicles or at cordon points on roads outside towns.

The type of information that is collected includes the following:

- Number of passengers boarding or alighting public transport vehicles
- Number of passengers left in queues at the end of the peak period
- Number of vehicle departures and arrivals in the peak period to and from specific destinations
- The routes served by the public transport services
- The vehicle capacity
- Number and type of vehicle crossing a cordon
- Vehicle registration number and rank permit number.

Since public transport activities vary by the time of day, it is necessary to undertake the survey over an extended period of 6 or 12 hours to ensure that the actual peak is covered in the survey. This may be influenced by the cost of the survey and the location of the survey point. Typically in the morning peak, passengers board along the routes and alight at the end destination (work, school etc.) and in the afternoon peak, passengers queue for public transport services at a specific boarding point at a terminal, rank or stop. Surveys are thus usually undertaken in the afternoon peak at these specific points. Surveys may also be necessary in the morning peak if passengers are loaded at major transfer points.

Passenger volumes may also vary according to the time of year and thus it is recommended that the surveys be carried out twice a year e.g. every 6 months, on a week-day during school terms when demand is the highest.

In the current review of the DITP, public transport surveys were undertaken during April, May and June 2015. The methodology used and the information collected during these surveys is documented in the CPTR and in the DITP: Chapter 3: Current Public Transport Register. It is recommended that a similar procedure be adopted for future public transport surveys in the Cape Winelands District Municipality.

It should be noted that the taxi surveys excluded Worcester and Rawsonville as agreement could not be reached with the Worcester United Taxi Association for the surveys to be done within the available timeframe between April and June 2015. Therefore the 2013 OLS will be utilised until such time that the information is updated.

The summarized results of the surveys are contained in ANNEXURE "B": Operating Licence Requirements and Route Capacities.

2.4 Current Operating Licences

According to the information supplied by the PRE, Table 2-7 to 2-10 indicates the number of Operating Licences issued in each local municipality in the Cape Winelands district.

Table 2-7: Current Operating Licences for Minibus Services in Breede Valley

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
1	Breede Valley	629	WORCESTER – WORCESTER	2
2	Breede Valley	764	DE DOORNS – WORCESTER	11
3	Breede Valley	834	TOUWSRIVIER – WORCESTER	5
4	Breede Valley	835	TOUWSRIVIER – TOUWSRIVIER	5
5	Breede Valley	H77	DE DOORNS N1 – WORCESTER	25
6	Breede Valley	H78	DE DOORNS – WORCESTER	1
7	Breede Valley	N50	DE DOORNS – STERKSPRUIT	3
8	Breede Valley	N51	DE DOORNS – VAALBANK	3
9	Breede Valley	J39	DE DOORNS – MOUNTAIN LODGE	1
10	Breede Valley	J40	DE DOORNS – KLEINBERG	1
11	Breede Valley	J45	DE DOORNS – BO-VALLEI	1
12	Breede Valley	J46	DE DOORNS – DE DOORNS	1
13	Breede Valley	N33	DE DOORNS – WORCESTER	-
14	Breede Valley	O57	TOUWSRIVIER – DE DOORNS – WORCESTER – BELLVILLE	-
15	Breede Valley	P50	TOUWSRIVIER – HUGUENOTE STASIE, PAARL – BELLVILLE	-

Table 2-8 Current Operating Licences for Minibus Services in Drakenstein

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
1	Drakenstein	640	MATCO (FOODWORLD) KLEIN DRAKENSTEIN – SHOPRITE PAARL	3
2	Drakenstein	641	CHICAGO PAARL – SHOPRITE PAARL	6
3	Drakenstein	642	MBEKWENI - INDWE	6
4	Drakenstein	643	MBEKWENI - KING WILLIAMSTOWN	11
5	Drakenstein	644	MBEKWENI – BUTTERWORTH	6
6	Drakenstein	765	CHECKERS PAARL - HUGUENOT SPOORWEGSTASIE PAARL	2
7	Drakenstein	767	MBEKWENI - PAARL	47
8	Drakenstein	771	WELLINGTON – PLASE WELLINGTON	61
9	Drakenstein	772	WELLINGTON – PLASE WELLINGTON	57
10	Drakenstein	773	WELLINGTON – PLASE WELLINGTON	57
11	Drakenstein	774	WELLINGTON – PLASE WELLINGTON	57
12	Drakenstein	780	MBEKWENI - AMBAGSVALLEI PAAR	19
13	Drakenstein	786	AMSTELHOF - SHOPRITE PAARL	2
14	Drakenstein	803	MBEKWENI - PAARL	57
15	Drakenstein	863	HUGUENOT SPOORWEGSTASIE PAARL – SHOPRITE PAARL	21
16	Drakenstein	864	JAN PHILLIPS PAARL – AMSTELHOF PAARL	5
17	Drakenstein	899	AMSTELHOF – PAARL	24
18	Drakenstein	907	KLEIN DRAKENSTEIN – PAARL	3
19	Drakenstein	931	MBEKWENI - PAARL VIA DROMMEDARIS STREET	12
20	Drakenstein	943	WELLINGTON – PAARL	66
21	Drakenstein	958	NEDERBERG – SHOPRITE PAARL	7
22	Drakenstein	959	PAARL SPOORWEGSTASIE – AMSTELHOF	3
23	Drakenstein	961	GROENHEUWEL – SHOPRITE PAARL	19
24	Drakenstein	962	HARPERSTRAAT AMSTERLHOF – SHOPRITE PAARL	9
25	Drakenstein	963	CHICAGO PAARL – SHOPRITE PAARL	10
26	Drakenstein	970	WELLINGTON – PAARL	75
27	Drakenstein	993	MBEKWENI - PAAR	28
28	Drakenstein	A07	MBEKWENI - QUEENSTOWN	11
29	Drakenstein	A11	MBEKWENI - MOUNT FLETCHER	5

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
30	Drakenstein	A12	MBEKWENI - IDUTYWA	4
31	Drakenstein	B1	AMSTELHOF PAARL – DANDARA PLAAS PAARL	14
32	Drakenstein	B2	AMSTELHOF PAARL – PAARL SPOORWEGSTASIE PAARL	20
33	Drakenstein	B3	AMSTELHOF PAARL – NEW ORLEANS PAARL	12
34	Drakenstein	B4	AMSTELHOF PAARL – GROENHEUWEL PAARL	11
35	Drakenstein	B5	AMSTELHOF PAARL – LANTANA	10
36	Drakenstein	B6	AMSTELHOF PAARL – DRAKENSTEIN GEVANGENIS	5
37	Drakenstein	B7	NEDERBURG PAARL – DANDARACH PLAAS PAARL	3
38	Drakenstein	B8	NEDERBURG PAARL – PAARL SPOORWEGSTASIE PAARL	3
39	Drakenstein	B9	NEDERBURG PAARL – GROENHEUWEL	3
40	Drakenstein	B10	NEDERBURG PAARL – KLEIN DRAKENSTEIN	3
41	Drakenstein	B11	NEDERBURG PAARL – DRAKENSTEIN GEVANGENIS	6
42	Drakenstein	B12	NEDERBURG PAARL – SHOPRITE PAARL	4
43	Drakenstein	B13	NEDERBURG PAARL – MOUNTAIN VIEW PAARL	2
44	Drakenstein	B14	DALJOSAFAT SPOORWEGSTASIE – NEDERBURG PAARL	1
45	Drakenstein	B15	DALJOSAFAT SPOORWEGSTASIE – NEW ORLEANS	1
46	Drakenstein	B16	DALJOSAFAT SPOORWEGSTASIE – DANDARACH PLAAS PAARL	0
47	Drakenstein	B17	DALJOSAFAT SPOORWEGSTASIE – AMSTELHOF	1
48	Drakenstein	B18	DALJOSAFAT SPOORWEGSTASIE – PAARL SPOORWEGSTASIE PAARL	1
49	Drakenstein	B19	DALJOSAFAT SPOORWEGSTASIE – DRAKENSTEIN GEVANGENIS	0
50	Drakenstein	B20	CHICAGO TAXI RANK – DANDARACH PLAAS PAARL	13
51	Drakenstein	B21	CHICAGO – PAARL SPOORWEGSTASIE PAARL	8
52	Drakenstein	B22	CHICAGO – DE HOOP STEENWERKE PAARL	6
53	Drakenstein	B23	CHICAGO – SHOPRITE PAARL	6
54	Drakenstein	B24	CHICAGO – DRAKENSTEIN GEVANGENIS	6
55	Drakenstein	B25	CHICAGO – SHOPRITE PAARL	7
56	Drakenstein	B26	CHICAGO – SHOPRITE PAARL	5
57	Drakenstein	B27	CHICAGO – LANTANA PAARL	5
58	Drakenstein	B28	HARPERSTRAAT AMSTELHOF – DANDARACH PLAAS PAARL	1
59	Drakenstein	B29	HARPERSTRAAT AMSTELHOF – PAARL SPOORWEGSTASIE PAARL	4
60	Drakenstein	B30	HARPERSTRAAT AMSTELHOF – NEW ORLEANS	4
61	Drakenstein	B32	HARPERSTRAAT AMSTELHOF – SHOPRITE PAARL	4

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
62	Drakenstein	B33	HARPERSTRAAT AMSTELHOF – DRAKENSTEIN GEVANGENIS	7
63	Drakenstein	B34	HUGUENOT SPOORWEGSTASIE – DANDARACH PLAAS PAARL	13
64	Drakenstein	B35	HUGUENOT SPOORWEGSTASIE – PAARL SPOORWEGSTASIE	8
65	Drakenstein	B36	HUGUENOT SPOORWEGSTASIE – SHOPRITE PAARL	11
66	Drakenstein	B37	HUGUENOT SPOORWEGSTASIE – DE HOOP STEENWERKE PAARL	9
67	Drakenstein	B38	HUGUENOT SPOORWEGSTASIE – SHOPRITE PAARL	11
68	Drakenstein	B39	HUGUENOT SPOORWEGSTASIE – DRAKENSTEIN GEVANGENIS	10
69	Drakenstein	B40	GROENHEUWEL – MOUNTAIN VIEW PAARL	6
70	Drakenstein	B41	GROENHEUWEL – DANDARACH PLAAS PAARL	6
71	Drakenstein	B42	GROENHEUWEL – PAARL SPOORWEGSTASIE	7
72	Drakenstein	B43	GROENHEUWEL – AMSTELHOF PAARL	9
73	Drakenstein	B44	GROENHEUWEL – LANTANA PAARL	11
74	Drakenstein	B45	GROENHEUWEL – DRAKENSTEIN GEVANGENIS	8
75	Drakenstein	B46	GROENHEUWEL – SHOPRITE PAARL	8
76	Drakenstein	B47	PAARL SPOORWEGSTASIE PAARL – LANTANA	11
77	Drakenstein	B48	PAARL SPOORWEGSTASIE PAARL – NEDERBURG	4
78	Drakenstein	B49	PAARL SPOORWEGSTASIE PAARL – MOUNTAIN VIEW	3
79	Drakenstein	B50	PAARL SPOORWEGSTASIE PAARL – GROENHEUWEL	3
80	Drakenstein	B51	PAARL SPOORWEGSTASIE PAARL – DANDARACH PLAAS PAARL	3
81	Drakenstein	B52	PAARL SPOORWEGSTASIE PAARL – KLEIN DRAKENSTEIN	2
82	Drakenstein	B53	PAARL SPOORWEGSTASIE PAARL – DRAKENSTEIN GEVANGENIS	2
83	Drakenstein	B56	JAN PHILLIPS PLEIN – MOUNTAIN VIEW PAARL	1
84	Drakenstein	B62	MATCO SUPERMARK KLEIN DRAKENSTEIN – SHOPRITE PAARL	3
85	Drakenstein	B63	MATCO SUPERMARK KLEIN DRAKENSTEIN – DANDARACH PLAAS PAARL	2
86	Drakenstein	B64	MATCO SUPERMARK KLEIN DRAKENSTEIN – PAARL SPOORWEGSTASIE	2
87	Drakenstein	B65	MATCO SUPERMARK KLEIN DRAKENSTEIN – CHICAGO	2
88	Drakenstein	B66	MATCO SUPERMARK KLEIN DRAKENSTEIN – GROENHEUWEL	2
89	Drakenstein	B67	MATCO SUPERMARK KLEIN DRAKENSTEIN – SHOPRITE PAARL	1
90	Drakenstein	B68	MATCO SUPERMARK KLEIN DRAKENSTEIN – DRAKENSTEIN GEVANGENIS	1
91	Drakenstein	B69	CHECKERS PAARL – DANDARACH PLAAS PAARL	1
92	Drakenstein	B70	CHECKERS PAARL – IVANHOE PARK PAARL	3
93	Drakenstein	B78	IVANHOE PARK PAARL – SHOPRITE PAARL	3

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
94	Drakenstein	B93	MOUNTAIN VIEW PAARL – CHICAGO	1
95	Drakenstein	B97	MBEKWENI - BELLVILLE	1
96	Drakenstein	B98	MBEKWENI - SHOPRITE PAARL	4
97	Drakenstein	B99	MBEKWENI - SHOPRITE PAARL	18
98	Drakenstein	F13	WELLINGTON – PLASE WELLINGTON	4
99	Drakenstein	F14	WELLINGTON – PLASE WELLINGTON	4
100	Drakenstein	F17	HERMON – WELLINGTON	2
101	Drakenstein	F18	WELLINGTON – PLASE WELLINGTON	1
102	Drakenstein	H93	MBEKWENI- PAARL	2
103	Drakenstein	H94	MBEKWENI- PAARL	1
104	Drakenstein	H95	MBEKWENI- PAARL	1
105	Drakenstein	H96	MBEKWENI - PAARL	1
106	Drakenstein	H97	MBEKWENI - LANGEBERG	1
107	Drakenstein	H98	MBEKWENI - DUNDARACH FARM	2
108	Drakenstein	H99	MBEKWENI - ANGLO AMERICAN FARMS	2
109	Drakenstein	C03	MBEKWENI - DANDARACH PLAAS PAARL	3
110	Drakenstein	O18	MBEKWENI - PAARL MALL	8
111	Drakenstein	O19	MBEKWENI - PAARL MALL	2
112	Drakenstein	I1	MBEKWENI - WELLINGTON	2
113	Drakenstein	I2	MBEKWENI - WELLINGTON	3
114	Drakenstein	I13	MBEKWENI - UMZIMKHULU	1
115	Drakenstein	I14	MBEKWENI - CENTANE	1
116	Drakenstein	I30	SMARTIE TOWN - SHOPRITE PAARL	1
117	Drakenstein	I131	MBEKWENI - KHAYELITSHA VIA STELLENBOSCH	1
118	Drakenstein	Chater Services		17
119	Drakenstein	G15	KLAPMUTS - PAARL	2
120	Drakenstein	G57	KLAPMUTS - SHOPRITE PAARL	1
121	Drakenstein	G59	KLAPMTUS - DANDARACH PLAAS PAARL	1

Table 2-9 Current Operating Licences for Minibus Services in Langeberg

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
1	Langeberg	686	ROBERTSON – ROBERTSON	35
2	Langeberg	687	ROBERTSON – R60 ROBERTSON	22
3	Langeberg	688	ROBERTSON - PAD 1342 ROBERTSON	23
4	Langeberg	689	ROBERTSON – HOOFPAD 290 ROBERTSON	21
5	Langeberg	690	ROBERTSON – HOOFPAD 287 ROBERTSON	18
6	Langeberg	691	ROBERTSON – PAD 1372 ROBERTSON	15
7	Langeberg	692	ROBERTSON – DIE LAAITJIE ROBERTSON	14
8	Langeberg	725	MONTAGU – ASHBURY	15
9	Langeberg	830	MONTAGU – MONTAGU	10
10	Langeberg	832	BONNIEVALE - BONNIEVALE	19
11	Langeberg	872	KOO DISTRIK MONTAGU - MONTAGU	1
12	Langeberg	O86	MONTAGUE – ASHTON	2
13	Langeberg	O87	MONTAGUE – ROBERTSON	2
14	Langeberg	N34	ROBERTSON – BELLVILLE	4
15	Langeberg	N35	ROBERTSON – ASHTON	18
16	Langeberg	N36	ROBERTSON – MONTAGU	19
17	Langeberg	N37	ROBERTSON – BONNIEVALE	15
18	Langeberg	N40	BONNIEVALE – ROBERTSON	2
19	Langeberg	N43	BONNIEVALE – ASHTON	2
20	Langeberg	N52	ROBERTSON – BELLVILLE	13
21	Langeberg	994	ASHTON – KEISIE	5
22	Langeberg	Q30	MC GREGOR - MC GREGOR	4
23	Langeberg	F2	BONNIEVALE PLASE R317 – BONNIEVALE	4
24	Langeberg	F3	BONNIEVALE – PLASE GELUKSHOOPPAD BONNIEVALE	4

Table 2-10 Current Operating Licences for Minibus Services in Witzenberg

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
1	Witzenberg	822	NDULI – CERES	21
2	Witzenberg	823	NDULI – CERES	19
3	Witzenberg	875	TULBAGH – TULBAGH SPOORWEGSTASIE	9
4	Witzenberg	876	TULBAGH – PLASE PAD 1476	9
5	Witzenberg	877	TULBAGH – PLASE PAD 1461	9
6	Witzenberg	878	TULBAGH – TULBAGH	8
7	Witzenberg	898	CERES – BELLA VISTA	36
8	Witzenberg	C10	CERES - AGTERWITZENBERGVALLEI DIST CERES	11
9	Witzenberg	H16	NDULI - NIEWEDORP (CERES)	14
10	Witzenberg	K01	NDULI – STERKSPRUIT	12
11	Witzenberg	L92	CHRIS HANI TULBAGH – TULBACH SPOORWEGSTASIE	1
12	Witzenberg	L93	CHRIS HANI TULBAGH – PLASE PAD 1461	1
13	Witzenberg	L94	CHRIS HANI TULBAGH – PLASE PAD 1476	1
14	Witzenberg	L95	CHRIS HANI TULBAGH – TULBAGH	1
15	Witzenberg	L96	CHRIS HANI TULBAGH – GOUDA	2
16	Witzenberg	L97	CHRIS HANI TULBAGH – CERES	1
17	Witzenberg	L98	CHRIS HANI TULBAGH - WOLSELEY	1
18	Witzenberg	L99	CHRIS HANI TULBAGH - WORCESTER	1
19	Witzenberg	M01	CHRIS HANI TULBAGH - WELLINGTON SPOORWEGSTASIE	1
20	Witzenberg	G33	WOLSELEY - WOLSELEY	4
21	Witzenberg	G42	TULBAGH - CERES	3
22	Witzenberg	G43	TULBAGH - CERES	5
23	Witzenberg	G44	TULBAGH – GOUDA/ONRUS	4
24	Witzenberg	G45	TULBAGH - TWEE JONGZELEN	3
25	Witzenberg	G47	WOLSELEY - CERES	8
26	Witzenberg	G48	WOLSELEY - MONTANA	6
27	Witzenberg	G49	WOLSELEY - PLASE WOLSELEY	7
28	Witzenberg	G50	WOLSELEY - PLASE WOLSELEY	9
29	Witzenberg	G51	WOLSELEY - PLASE WOLSELEY	7

No.	Municipality	Route Code	Origin – Destination	No. Operating Licences
30	Witzenberg	G52	WOLSELEY - ARTOISSTASIE	6
31	Witzenberg	D65	PRINCE ALFRED HAMLET – PRINCE ALFRED HAMLET	6
32	Witzenberg	D66	PRINCE ALFRED HAMLET – CERES	9
33	Witzenberg	D67	PRINCE ALFRED HAMLET – PLASE PRINCE ALFRED HAMLET	9
34	Witzenberg	J85	CERES – STERKSPRUIT	20
35	Witzenberg	D46	TULBAGH - WELLINGTON	1
36	Witzenberg	H72	CERES – ROSENDAL DISTR. CERES	23
37	Witzenberg	H73	CERES – DONKERBOS DISTR. CERES	24
38	Witzenberg	H74	CERES – EZELFONTEIN DISTR. CERES	19
39	Witzenberg	H75	CERES – LAASTEDRIF DISTR. CERES	19
40	Witzenberg	H76	CERES – WOLSELEY	17
41	Witzenberg	K96	WOLSELEY - WOLSELEY (PINE VALLEY)	1
42	Witzenberg	K98	WOLSELEY - TULBACH	2
43	Witzenberg	K99	WOLSELEY - GOUDA	1
44	Witzenberg	F07	CERES - CERES	1
45	Witzenberg	N53	TULBAGH - PLASE TULBAGH	2

Source: PRE April 2015

3. Policy, Legislation and Restructuring Proposals

3.1 Policy and Legislation

The National and Provincial legislation that controls the disposal of Operating Licences for public transport services in the Western Cape is the following:

- National Land Transport Act (No. 5 of 2009)
- Western Cape Road Transportation Amendment Act (No. 8 of 1996)
- Western Cape Road Transportation Amendment Act (No. 7 of 2000)
- Western Cape Regulations on Operating Licences. 2002

The National Land Transport Act (NLTA) lists the responsibilities of Planning Authorities including the preparation of Integrated Transport Plans (ITP), which must be made available to the NPTR and PRE, and the making of recommendations in respect of the applications for new Operating Licences. In terms of the Minimum Requirements for the preparation of Integrated Transport Plans (Government Notice R954, 28 November 2014), Integrated Transport Plans must include a Public Transport Plan that focuses on the integration of the public transport network, services and modes and provides the basis for the rationalization and restructuring of the public transport system. The ITP must also include an Operating Licence Plan, or Strategy, (OLS) that provides clear guidance as to which operating licence

applications should be recommended or rejected as well as the conditions that should be imposed in the approval of an Operating Licence by the PRE.

Chapter 6 of the NLTA deals with the process for the application for Operating Licences for new services, contracted services, non-contracted services, renewal, amendment or transfer of Operating Licences.

Section 55 (2) of the NLTA provides that a Planning Authority must indicate if there is a need for public transport service on a route in terms of its ITP, any conditions to be attached to the application and must submit the response to the NPTR or the PRE.

The Western Cape Regulations on Operating Licences, 2002 deals with the procedure, form and content of applications for Operating Licences. The regulations also deal with the submission of Operating Licence applications to Planning Authorities for comment. The Regulations provide that:

- An application must be submitted in writing to the Planning Authority within 30 days of receipt
- The PRE must dispose of the application within 90 days of receipt
- The Planning Authority must:
 - Verify the route details claimed by the applicant
 - In the case of the conversion of a permit to an Operating Licence for a bigger vehicle; submit recommendations, amongst others, on the availability of ranks or terminals or other facilities or spaces for boarding or alighting from, or holding or parking the larger vehicle concerned,
 - Submit any other recommendations or representations it may have in relation to the application
- If the Planning Authority fails to respond within 30 days, the PRE may consider the application without the input from the Planning Authority
- In the process of the conversion of radius or area based permits the Board must adhere to the route descriptions, identifications and numbers shown in the ITP. The Planning Authority or the PRE must provide Associations operating along the route or routes in question with adequate information to allow them to give input regarding route descriptions.

3.2 Types of Operating Licence

Operating Licences may be issued for the following types of service:

- Contracted Services
- Non-contracted services
- Special Events
- Long distance services
- Metered taxi services
- Charter services
- Staff services
- Learner transport
- Tourist transport services

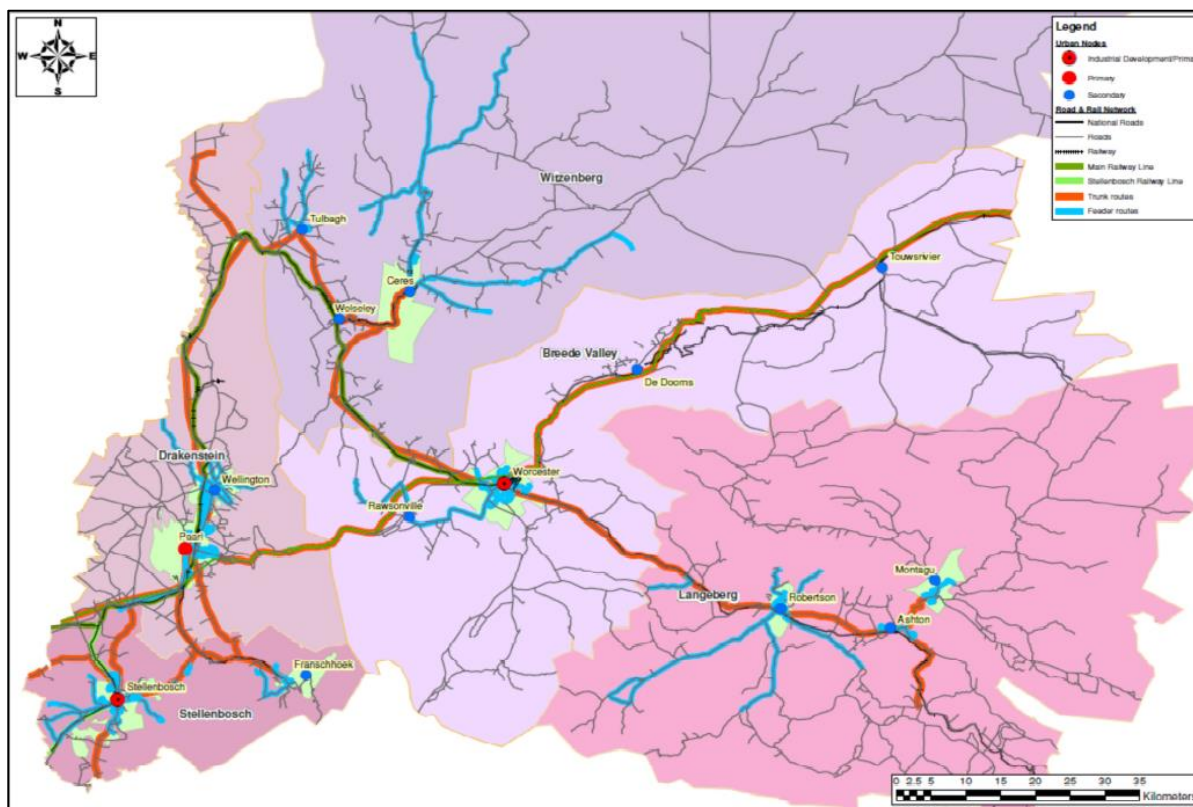
3.3 Restructuring of Public Transport

Integrated Transport Plans must include a Public Transport Plan that focuses on the integration of the public transport network, services and modes and provides the basis for the rationalization and restructuring of the public transport system. The public transport network should comprise a high quality network of public transport corridors as referred to in the 2007 “Public Transport Strategy and Action Plan”, published by the Department of Transport, as “Integrated Public Transport Network” (IPTN) plans.

In 2012 the Cape Winelands District Municipality developed a framework for an IPTN as part of its District Integrated Transport Plan. A concept IPTN route network has been identified comprising of regional trunk routes linking the main towns and settlements in the municipal area as well as local feeder routes within the towns and built up areas. A map indicating the proposed IPTN routes is indicated in Figure 3-1. The IPTN route network is at an early stage of development and needs to be planned in more detail before the sequence of implementation can be determined. Furthermore the taxi industry must be consulted for their inputs before the planning can be finalised.

In the interim the conceptual IPTN route network could be taken into consideration in the awarding of Operating Licence applications by restricting the approval of new Operating Licence applications on routes likely to conflict with the future IPTN.

Figure 3-1: Cape Winelands: Proposed Integrated Public Transport Network



4. Operating Licence Plan

4.1 Introduction

The Operating Licence Plan is intended to guide the award of Operating Licences within the Cape Winelands Municipal area and provide clear guidance to the Planning Authority as to which Operating Licence applications should be approved or rejected and if approved, what conditions should be attached. The OLS should be updated annually to ensure that the details of all active Operating Licences and routes are correct at the time of the consideration of new Operating Licence applications.

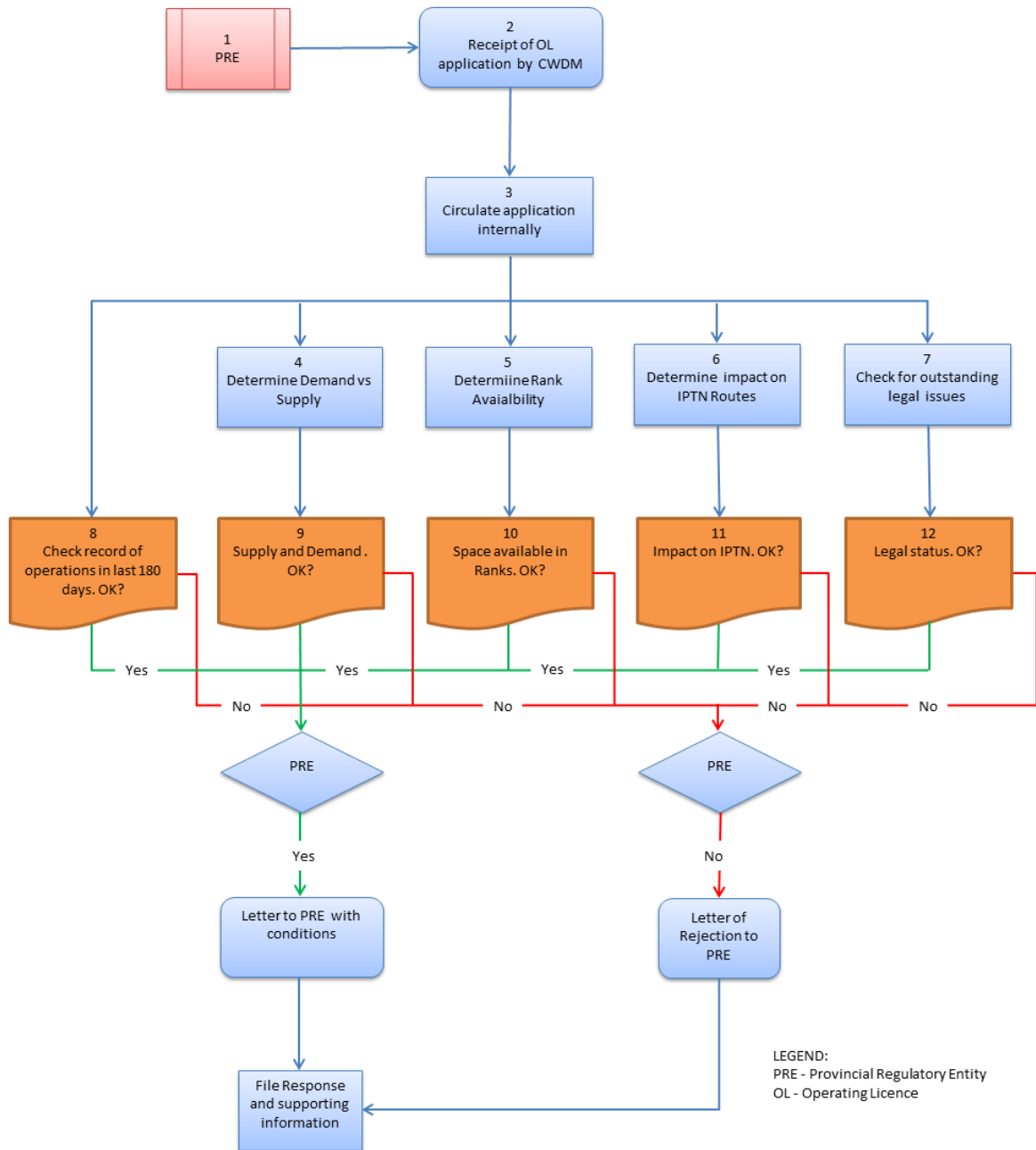
It is recommended that the Cape Winelands District Municipality convene an “Operating Licence Recommendations Committee” (OLRC) to evaluate and comment on Operating Licence applications received from the Provincial Regulatory Entity and to co-ordinate responses to the PRE between the Municipalities in its jurisdiction. This Committee should sit monthly and should consist of the responsible officials dealing with public transport planning and traffic law enforcement.

It is recommended that the PRE refer all new operating licence applications to the relevant Local Municipality as well as the Cape Winelands District Municipality.

4.2 Evaluation Process

When a new application for an Operating Licence is received by the Planning Authority a process should be followed to evaluate the application. The proposed process is shown in Figure 4-1 and is described in more detail in Table 4-1 below.

Figure 4-1: Operating Licence Evaluation Process



The proposed Operating Licence evaluation procedure is described in Table 4-1.

Table 4-1: Operating Licence Evaluation Procedure

Item	Title	Procedure	Responsible Department
1.	NPTR / PRE	Application for an OL is submitted in the required format (form 2B) to the NPTR or PRE. The application is submitted to the Planning Authority (Municipality) (PA) within 30 days.	NPTR or PRE
2.	Receipt of OL application by PA	The OL application is received by the PA and is recorded in the appropriate manner for record purposes. The application is sent to the appropriate Department within the PA dealing with Transport Planning and Public Transport to be checked for completeness.	PA Department (Transport Planning and Public Transport)
3.	Circulate application internally	The OL is circulated to the appropriate persons / Departments internally within the PA for comment in respect of : Transport Planning and Public Transport Traffic Services	PA Department (Transport Planning and Public Transport)
4.	Demand and Supply	The OL application is checked against the available survey data of passenger demand on the applicable routes using the procedure detailed in Section 4.3: Evaluation of Supply and Demand of the OLS.	PA Operating Licence Recommendations Committee
5.	Determine Rank Availability	The OL application is checked against the available survey data of rank, terminal or stops capacity serving the applicable routes using the procedure detailed in Section 4.3: Evaluation of Supply and Demand of the OLS.	PA Operating Licence Recommendations Committee
6.	Determine impact on IPTN routes	The OL application is assessed as to its impact on the conceptual IPTN routes that are identified in the ITP, or will operate in parallel to or in conflict with any commuter rail services or bus services.	PA Operating Licence Recommendations Committee
7.	Check for outstanding legal issues	The OL is checked against the record of outstanding warrants or convictions, previous convictions relating to the operation of public transport services and the ability of the applicant to operate the service in a manner satisfactory to the public.	PA Traffic Services – in respect of Traffic Offences; Provincial Regulatory Entity – in respect of criminal offences.
8.	Check record of operations in last 180 days	In terms of section 78 of the NLTA, if a licence has not been in use for more than 180 days, the licence can be cancelled. The licence holder must be asked to furnish, in writing, satisfactory reasons why the service has not been operated, after which the licence can be extended for a further 180 days or cancelled.	PA (Traffic Services).
9.	Letter of Approval or Rejection	If all the responses to the evaluation support the approval of the application, a letter of approval is then issued to the NPTR or the PRE with any conditions attached. If the responses do not support the application, a letter of rejection is then issued.	PA Department (Transport Planning and Public Transport)
10.	Letter of Approval or Rejection	A letter of approval or rejection is issued to the applicant and a copy is sent to the PA	Provincial Regulatory Entity

4.3 Evaluation of Supply and Demand

4.3.1 Supply and Demand on Public Transport Routes

Information on supply and demand from surveys has been used to evaluate the capacity of the current public transport services and the possible need for additional services according to the demand. The information has been summarised in the following tables contained in Annexure “B”:

- Table 8-7: Drakenstein: Operating Licence Requirements and Route Capacities
- Table 8-6: Breede Valley: Operating Licence Requirements and Route Capacities
- Table 8-8: Langeberg: Operating Licence Requirements and Route Capacities
- Table 8-9: Witzenberg: Operating Licence Requirements and Route Capacities

The tables show the following information, based on the surveys:

- The number of vehicle trips (departures) per route
- The size (passenger capacity) of the vehicle
- The number of peak hour passengers per route
- The number of vehicles operating (from the number plate surveys) with Operating Licences
- The registration number of the vehicles operating has been compared to the list of vehicles having current Operating Licences and the number of vehicles without Operating Licences was identified and indicated in the tables.

From the above information, the following has been determined:

- The current service capacity: Number of vehicle trips from number plate survey multiplied by the vehicle capacity (15 for a standard minibus)
- Percentage utilisation: Peak hour passenger volume from surveys divided by the service capacity
- Vehicles operating with Operating Licences: Comparison of the vehicle registration numbers from surveys with data from the PRE

To simplify the calculations, all routes serving common destinations have been clustered. The average route distance has been determined in order to calculate the return journey time. The required number of vehicles to serve the demand based on the return journey time and the peak hour demand from the surveys can be estimated.

The required number of vehicles can be compared to the actual number of vehicles (with Operating Licences) in operation from the surveys to determine the over or under supply of vehicles on the routes. Note that the vehicles without Operating Licences are excluded. An under supply indicates that certain of these vehicles could be eligible for new Operating Licences.

A comparison has also been done to determine the over or under supply of vehicles by comparing the required vehicles to serve a route to the number of vehicles that have been issued with Operating Licences on the PRE database, as well as the over and under supply including the vehicles without Operating Licences.

Note that in several cases the surveys at public transport facilities did not register any trips on certain routes, hence the table indicates “no data”. This may be due to the fact that some routes and facilities are only operated during the fruit harvesting season.

Table 4-2: Breede Valley: Over and Under Supply of Vehicles

Route Information			Service Capacity	Operating Licence Requirements		
Route Number	Rank	Route Name	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's)	Over / Under Supply (Based on Actual OL's Issued)	Over / Under Supply (Based on Survey Including Veh. w/o OL's)
764, H77, H78, N33	U Save	De Doorns - Worcester	6	-5	31	1
834	Spar	Touwsriver - Worcester	2	-2	3	-1

Table 4-3: Drakenstein: Over and Under Supply of Vehicles

Route Information			Service Capacity	Operating Licence Requirements		
Route Number	Rank	Route Name	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's)	Over / Under Supply (Based on Actual OL's Issued)	Over / Under Supply (Based on Survey Including Veh. w/o OL's)
786, 899	Amstelhof	Shoprite A	4	0	22	11
B23, B25, B26, 963, 641	Chicago	Shoprite A	1	1	33	14
786, 899	Huguenot	Amstelhof	1	1	25	14
B23, B25, B26, 963, 641	Huguenot	Nederberg via Chicago	1	0	33	14
803,767,H93, H94, H95, 993, B98, B99	Shoprite B	Mbekweni	5	-5	153	10
943, 970	Shoprite B	Wellington	11	4	130	4
943, 970	Wellington	Paarl	13	13	128	2
803,767,H93, H94, H95, 993, B98, B99	Huguenot	Mbekweni	1	-1	157	14
803,767,H93, H94, H95, 993, B98, B99	Huguenot	Paarl	2	-1	156	13
B23, B25, B26, 963, 641	Huguenot	Chicago	1	0	33	14
803,767,H93, H94, H95, 993, B98, B99	Shoprite A	Mbekweni	4	-4	154	11
958, B12	Shoprite A	Nederburg	3	0	8	12

Table 4-4: Langeberg: Over and Under Supply of Vehicles

Route Information			Service Capacity	Operating Licence Requirements		
Route Number	Rank	Route Name	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's)	Over / Under Supply (Based on Actual OL's Issued)	Over / Under Supply (Based on Survey Including Veh. w/o OL's)
686	Shoprite	Robertson - Robertson	1	2	34	2
N37	Bonnievale: Multisave	Robertson - Bonnievale	1	-1	14	0
N34	SAPS	Robertson - Bellville	0	0	4	0
N35	Pick n Pay	Robertson - Ashton	2	-2	16	5
968	Multisave	Ashton Multisave	1	-1	-1	1
725	Montagu Bad St	Montagu - Ashbury	No Data	No Data	No Data	No Data
686	Pick n Pay Nqubela	Robertson - Robertson	1	-1	34	8

Table 4-5: Witzenberg: Over and Under Supply of Vehicles

Route Information			Service Capacity	Operating Licence Requirements		
Route Number	Rank	Route Name	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's)	Over / Under Supply (Based on Actual OL's Issued)	Over / Under Supply (Based on Survey Including Veh. w/o OL's)
G47	Wolseley	Wolseley - ceres	3	-3	5	-2
898	Bella Vista	Ceres - bella vista	13	2	23	4
822, 823, H16	Ceres/ Nduli Rank	Nduli - ceres	16	-16	38	3
D66	Vos Street Rank	Prince alfred hamlet - ceres	4	-1	5	-1
G49, G50, G51	Wolseley Rank	Wolseley - plase wolseley	No Data	No Data	No Data	No Data
No route code in PRE database	Vos Street Rank	Ceres - Bokkeveld	2	-2	-2	0
877	Tulbagh (van der Stel)	Tulbagh - Tulbagh Farms	4	-4	5	-3
875, 878	Tulbagh (van der Stel)	Tulbagh - Tulbagh	No Data	No Data	No Data	No Data

4.3.2 Public Transport Facilities

Chapter 3: Current Public Transport Record of the DITP contains information on the available public transport facilities and their utilisation. This information can be used to determine if capacity exists to accommodate additional vehicles should a new Operating Licence be approved to operate from a particular facility. The tables below are repeated in this section for convenience.

In the instances where there are no formal ranks, it is not possible to determine the rank utilisation and these have either been estimated or excluded from the tables.

Table 4-6: Breede Valley – Rank Utilisation

Town	Facility Name	Number of taxi bays	Max number of vehicles	Time of max. utilisation	Utilisation (%)
Touws River	Touwsriver Rank (Spar)	3	3	07:30 - 08:30	100%
De Doorns	De Doorns Parking-U Save	6	7	09:30 - 10:30	117%
De Doorns	Sentrale Bande	12	2	07:30 - 08:30	17%
De Doorns	Matroos Drankwinkel	9	N/A	07:30 - 08:30	0%

Table 4-7: Drakenstein – Rank Utilisation

Town	Facility Name	Number of taxi bays	Max number of vehicles	Time of max. utilisation	Utilisation (%)
Paarl	Amstelhof (Formal)	9	15	06:15 - 07:15	167%
Paarl	Huguenot Sation (Formal)	15	29	06:15 - 07:15	193%
Paarl	Shoprite/MATCO (Formal)	2	2	06:15 - 07:15	100%
Paarl	*Shanoor Fashions	4	2	09:00 - 10:00	50%
Paarl	*Checkers	6	1	06:15 - 07:15	17%
Paarl	Shoprite B(Formal)	15	34	06:15 - 07:15	227%
Paarl	Shoprite A (Formal)	48	87	06:15 - 07:15	181%
Paarl	Groenheuwel (informal)	N/A	30	11:00 - 12:00 ¹	N/A
Mbekweni	*Mbekweni	25	9	06:15 - 07:15	36%
Paarl	Dal Josafat Station	No information available			
Paarl	TC Newman Hospital	No information available			

¹ Saturday surveyed information

*Information taken from The Update of the Current Public Transport Record for the Drakenstein Local Municipality July 2013.

**Information taken from The Update of the Current Public Transport Record for the Langeberg Local Municipality July 2013.

Town	Facility Name	Number of taxi bays	Max number of vehicles	Time of max. utilisation	Utilisation (%)
Paarl	Conrad	No information available			
Paarl	Ivanhoe	No information available			
Paarl	*Chicago	37	9	08:15 - 09:15	24%
Paarl	*Lantana(Formal)	17	10	08:15 - 09:15	59%
Wellington	Wellington (Melling St) (Formal)	24	32	16:15 - 17:15	133%

Table 4-8: Langeberg – Rank Utilisation

Town	Facility Name	Number of taxi bays	Max number of vehicles	Time of max. utilisation	Utilisation (%)
Ashton	Ashton Multisave (Informal)	0	3	16:30 - 17:30	N/A
Ashton	Taxi Rank Koo (Informal)	0	3	16:30 - 17:30	N/A
Montagu	Taxi Rank (Informal)	0	3	16:30 - 17:30	N/A
Montagu	On Street Rank (Bad St)	1	3	16:30 - 17:30	300%
Robertson	Shoprite Rank	10	5	16:30 - 17:30	50%
Robertson	**Pick n Pay Rank	6	10	16:30 - 17:30	167%
Ashton	**Zolani	10	2	09:15 - 10:15	20%
Bonnievale	**Multisave/ Spar	5	3	10:45-11:45	60%
Montagu	Piet Retief	2	3	09:30-10:30	150%
Robertson	**SAPS	10	5	09:15-10:15	50%
Robertson	**Pick n Pay Rank - Ashton	6	10	11:45-12:45	167%
Robertson	**Pick n Pay Rank - Farms	2	1	10:15 - 11:15	50%
Robertson	**Pick n Pay Rank - Nqubela	7	5	11:45-12:45	71%

Table 4-9: Witzenberg – Rank Utilisation

Town	Facility Name	Number of taxi bays	Max number of vehicles	Time of max. utilisation	Utilisation (%)
Tulbagh	Taxi Rank (Tulbagh)	4	4	16:30 - 17:30	100%
Ceres	Ceres Nduli Taxi Rank	14	33	16:30 - 17:30	236%
Ceres	Vos Street BP (Bella Vista)	4	28	16:30 - 17:30	700%
Ceres	Koue Bokkeveld	3	5	16:30 - 17:30	167%
Nduli	Nduli Taxi Rank	13	2	16:00 - 17:00	15%
***Prince Alfred Hamlet	Prince Alfred Hamlet Rank	5	14	16:30 - 17:30	280%
***Wolseley	Wolseley Rank	5	6	07:45 - 08:45	120%

***Information taken from The Update of the Current Public Transport Record for the Witzenberg Local Municipality July 2013

4.3.3 Future Routes

Annexure “B” of the Current Public Transport Record contains route maps indicating actual routes used by Minibus Taxi operators determined by on-board vehicle surveys as well as the corresponding “official” route plotted from the Operating Licence descriptions. It is apparent that the actual routes used differ significantly from the official routes in most cases.

Presuming that the operators are deviating from the official routes in response to passenger demand, there may be a case to amend the official routes. New applications will have to be submitted by the operators to amend the current Operating Licences.

4.4 Operating Licence Management System

The Provincial Regulatory Entity maintains a database of all current Operating Licences. It would be preferable for the Municipalities if the PRE could provide regular feed back, on a monthly basis, of the outcome of Operating Licences applications that the Municipality has commented on and submitted to the PRE. A copy of the latest Operating Licence database could then be made available as part of the update.

In order to rationalise the currently active Operating Licences in terms of supply and demand, it is proposed that the following strategy be adopted.

- Regular surveys should be conducted to ascertain the current situation in terms of supply and demand, verify the vehicles currently in operation and identify vehicles operating without Operating Licences.
- Operating Licences not brought into use within 90 days of approval or Operating Licences not used for a period longer than 180 days should be cancelled.
- Operating Licences expiring after 7 years should be subject to evaluation before renewal is granted.
- No new Operating Licences should be approved on routes where there is an over supply of public transport trips.
- No new Operating Licences should be approved on routes intended as future IPTN routes within a period of 7 years.
- Vehicles without Operating Licences should be subject to law enforcement. Such operators should be encouraged to apply for Operating Licences if supply and demand surveys indicate that they are required.

4.5 Recommendations and Conditions of Approval

Several different types of application for Operating Licences can be submitted to the Municipality that has to make recommendations for acceptance or rejection in terms of the procedure detailed above. If acceptance is recommended then it may be necessary to stipulate conditions of acceptance.

There are a number of policy issues that should be taken into consideration when evaluating Operating Licence Applications. In this regard, the City of Cape Town has adopted a comprehensive approach in the report “Transport for Cape Town, Operating Licence Strategy 2013 – 2018, October 2013”. The transport systems of the Cape Winelands District Municipality and the City of Cape Town are interlinked as part of the functional region and

reference should be made to the Transport for Cape Town approach, as detailed in the TCT OLS when considering Operating Licence applications.

Policy issues and conditions of acceptance as adopted by the City of Cape Town are summarized for possible use by the Cape Winelands District Municipality in Table 4-10 that sets out the different types of application and provides typical conditions that may be applied to acceptance of Operating Licences.

Table 4-10: Matters to be Considered when Evaluating an Operating Licence Application

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
1.	Existing Permits	Conversion of a Permit to an OL	<p>Permits (route or area based) expire on 9 April 2016 (7 years after the effective date of the NLTA – section 47(2)) and must be converted to an OL before this date.</p> <p>Matters to be considered in evaluating an application:</p> <p>If the service authorised by the permit has been provided on a regular basis within the last 180 days prior to the date of application for conversion by the vehicle linked to that particular permit (NLTA Section 78);</p> <p>An exception will be made in cases where an application for the replacement of the vehicle linked to the permit is pending with the Regulatory Entity. In such cases the Municipality will confirm operation within the last 180 days even though the service had been provided with the new vehicle. However, this exception will only be made if the service was provided for a continuous period during the transition from the old to the new vehicle. Applications where there has been a break in service of more than 180 days will not be supported by the Municipality;</p> <p>If the applicant has not been providing a regular service on all the routes authorised by the permit, the Municipality will only support the conversion for the routes that have been regularly served by the applicant;</p> <p>The application for the conversion of the permit to an OL will only be supported by the Municipality if the applicant is still a registered member of the resident association on the route(s) authorised by the permit or in the case of a conversion from radius to route, a member of the resident association on the route(s) for which application is made;</p> <p>In the case of the conversion of a radius permit, the routes applied for must fall within the specified radius unless it can be demonstrated that the applicant forms part of the existing capacity on a route and that he/she is a member of that association. In cases where a route for which application is made is considered to be contentious or where there is a possibility that the route could perpetuate conflict, the Municipality will refuse the application;</p> <p>No application for a change in A-point will be supported by the Municipality as part of the conversion process unless it can be demonstrated that the existing A-point is not an official rank and that the safety of passengers will be compromised if they are loaded at the existing A-point. Under no circumstances will applicants be allowed to trade a permit (which has not been successfully converted to an OL) for a new application on a particular route.</p> <p>The CWDM proposes that the PRE imposes at least the following conditions:</p> <p>The OL to which the permit is converted explicitly stipulates ranks or terminals or other facilities or spaces where loading/ranking can take place and facilities where passengers may only be set down;</p> <p>That the OL is brought into use within 90 days or advance good reasons for not having commenced operations within that period. In the case of an operating licence with multiple routes, the service must be provided on all the routes authorised by the OL;</p> <p>That the authorised vehicle, whilst in a public transport facility including a holding area that is provided by the Municipality, is operated in accordance with the Traffic By-law.</p> <p>That the operator obtains a rank token from the Municipality before they can uplift the OL;</p> <p>That the operator signs an agreement with the Municipality for the use of the facility before they can uplift the operating licence;</p> <p>In the case of converting permits to OL's for long distance services, the Municipality will require the RE to also impose the condition that all buses providing long distance services operate from a facility approved by the CWDM.</p>

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
2.	Non-contracted Services	General Requirements:	<p>Matters to be considered in evaluating an application:</p> <p>The service is encapsulated in the Municipality's ITP. (NLTA Section 57 (1) (a));</p> <p>The vehicle by means of which the service is to be operated is suitable for that purpose (NLTA Section 57 (1) (b));</p> <p>Official ranks or official terminals or other facilities or spaces for boarding or alighting and for holding or parking vehicles engaged in the operation of that service are available (NLTA Section 57 (1) (c));</p> <p>Compliance with the Municipality's by-laws and any regulations, prohibitions, limitations or restrictions (NLTA Section 57 (1) (d));</p> <p>The Municipality knows of no previous convictions of the applicant for any offences of the type and seriousness as prescribed in the Western Cape Regulations on Operating Licences, 2002 and the NLTA Section 57 (1) (e) and NLTA Regulation (18); and</p> <p>The Municipality considers that the applicant has the ability to operate the service in a manner satisfactory to the public (NLTA Section 57 (1) (f)).</p>
2.1	Non-contracted Services	Transfer of an OL:	<p>The transfer of any OL will only be supported by the Municipality if converted to a definite OL (NLTA Section 58 (2));</p> <p>Operators are not allowed to trade any OL's for new applications;</p> <p>The service authorised by the OL to be transferred must have been provided on a regular basis (by the vehicle linked to the OL) for a period of at least 180 days before the date of application (Western Cape Regulations on Operating Licences, Regulation 5 (2) (a) and Section 49 (2)(b) of the NLTA. The Municipality will only support applications for the transfer of an OL in cases where it has issued a statement confirming operation within the last 180 days. This confirmation letter will normally be issued before the application is referred to the Municipality in terms of Section 55 (1) of the NLTA in consultation with the WC PLTF or Provincial Taxi Plan. The Western Cape Regulations on Operating Licences require an applicant to submit a 180-day confirmation letter from the Municipality together with the normal application form;</p> <p>Where the holder of an existing OL has not been providing a regular service on all the routes authorised by the OL, the Municipality will only support the transfer of routes that have been regularly operated within 180 days. In other words, no dormant routes will be supported as part of the transfer process;</p> <p>The Municipality will only support an application if the OL is transferred to a member of the same association or subject to membership of that association;</p> <p>In the case of a transfer of a radius permit, the conversion from radius to route must be done simultaneously; and</p> <p>Where route descriptions are vague, the Municipality will recommend to the PRE that applicants will be required to submit detailed route descriptions to supplement applications for consideration.</p>
2.2	Non-contracted Services	Renewal of an OL	<p>Where a renewal of an OL conflicts with a proposed IPTN route, the renewal should not be considered in order to facilitate the future introduction of IPTN services.</p> <p>No late renewals (NLTA Regulation 25) will be considered by the Municipality;</p> <p>Whether the service authorised by the OL to be renewed has been provided on a regular basis (by the vehicle linked to the OL) for a period of at least 180 days before the date of application (Western Cape Regulations on Operating Licences, Regulation 5 (2) (a) and Section 49 (2)(b) of the NLTA. The Municipality will only support applications for the renewal of an OL in cases where it has issued a statement confirming operation within the last 180 days. This confirmation letter will normally be issued before the application is referred to the Municipality in terms of Section 55 (1) of</p>

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
			<p>the NLTA in consultation with the PLTF and Provincial Taxi Plan. The Western Cape Regulations on Operating Licences require an applicant to submit a 180-day confirmation letter from the PA together with the normal application form;</p> <p>Where the applicant has not been providing a regular service on all the routes authorised by the OL, the Municipality will only support the renewal of the OL for routes that have been regularly served by the applicant. In other words, no dormant routes will be supported as part of the renewal process;</p> <p>Where route descriptions are vague, the Municipality will direct/recommend to the PRE that applicants be required to submit detailed route by route descriptions to supplement applications for consideration;</p> <p>In the case where the minibus taxi mode is considered the appropriate mode on the route or routes linked to the OL the Municipality will only object to the renewal of the minibus taxi OL if the applicable route/s already has sufficient capacity to cater for commuter demand on the route;</p> <p>Current and envisaged trends in utilisation on the route or routes, or where applicable, in the particular area concerned:</p> <p>Where there is significant overtrading on a particular route, the application for the renewal of fixed-period licences will not be supported by the Municipality;</p> <p>Whether the applicant has furnished the Municipality with a letter of support, and minutes of the general meeting, including a signed attendance register, in which the members of the association resolved to support the application, from the resident association on the route(s) authorised by the OL;</p> <p>In the case where an operator has operated contrary to their OL conditions, the renewal of the OL will not be supported by the Municipality; and.</p> <p>A demerit system may be introduced by the Municipality to determine if the service linked to the OL had been operated in a manner satisfactory to the public. This system will be used as a measurement to formulate the Municipalities responses on applications for the renewal of OL's.</p>
2.3	Non-contracted Services	Amendment of an OL: Replacement of Specified Vehicle	<p>(This is to address cases where an OL is "rented out" to another operator with a different vehicle)</p> <p>Matters to be considered in evaluating an application:</p> <p>Whether the service authorised by the OL has been provided on a regular basis (by the existing vehicle linked to the operating licence) for a period of at least 180 days before the date of application (Western Cape Regulations on Operating Licences, Regulation 5 (2) (a)) and Section 49 (2)(b) of the NLTA. The Municipality will only support applications for the replacement of vehicles in cases where it has issued a statement confirming operation within the last 180 days. This confirmation letter will normally be issued before the application is referred to the Municipality in terms of Section 55 (1) of the NLTA in consultation with the WC PLTF and Provincial Taxi Plan. The Western Cape Regulations on Operating Licences require an applicant to submit a 180-day confirmation letter from the Municipality together with the normal application form. A replacement will not be supported if it is the view of the Municipality that the OL is dormant;</p> <p>An eNATIS check should be carried out or a certified copy of the registration documents be supplied by a dedicated official at the PRE, and a report from the PRE on the last three (3) transactions made in order to establish if the existing (old) vehicle was registered in the name of the OL holder during the six month period prior to the date of application. If it is found that the old vehicle had been sold during this period (and possibly linked to another operating licence), a letter confirming operation within the last 180 days will not be issued by the Municipality;</p> <p>Replacing of a scrapped vehicle will only be considered if proof of 180 day operations is provided on all applicable services authorised by the OL;</p> <p>The replacing vehicle should not be linked to another OL. In such cases the applicant must submit proof from the PRE that the vehicle is no longer linked to an OL;</p>

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
			<p>The new vehicle must be registered in the name of the OL holder;</p> <p>The replacing vehicle must have approximately the same passenger capacity (not more than twenty percent 20%, or less), and should be of the same nature as the vehicle which it replaces. Any increase in vehicle capacity of more than 20% will require a new application;</p> <p>Where it is the applicant's request to replace the existing vehicle with a bigger vehicle (irrespective of seating configuration), the Municipality will only support the application if the both A & B point facilities has been designed to accommodate the bigger vehicle;</p> <p>The quality and standard of the service (authorised by the OL) should not be compromised by the replacing vehicle;</p> <p>The replacing vehicle should be suitable for the operation of the public transport service authorised by that OL, and must be certified as roadworthy in compliance with road traffic laws and appropriately licenced;</p> <p>Where it is established that the operator had operated contrary to the conditions of their OL, the application will not be supported by the Municipality;</p> <p>If the application is granted by the PRE, the Municipality will direct to the PRE that the applicant:</p> <p>Surrender the replaced operating licence to the PRE; and</p> <p>Completely remove all distinguishing marks related to the replaced OL and hand in such markings to the RE and present the new vehicle for inspection by an official of the PRE's Inspectorate.</p>
2.4	Non-contracted Services	Amendment of an OL: Application for Additional Authority	<p>(In cases where an Association operates a route network and members apply to operate all routes in that network)</p> <p>Matters to be considered in evaluating an application:</p> <p>The balance between the supply and demand of minibus taxi services on the route as well as other public transport modes;</p> <p>Whether no spare capacity exists in parallel, on the subsidised rail and bus corridors;</p> <p>Whether the service authorised by the OL has been provided on a regular basis (by the existing vehicle linked to the OL) for a period of at least 180 days before the date of application (Western Cape Regulations on Operating Licences, Regulation 5 (2) (a)) and Section 49 (2)(b) of the NLTA. The Municipality will only support applications for the replacement of vehicles in cases where it has issued a statement confirming operation within the last 180 days. This confirmation letter will normally be issued before the application is referred to the Municipality in terms of section 55 (1) of the NLTA in consultation with the WC PLTF or the Provincial Taxi Plan. The Western Cape Regulations on Operating Licences require an applicant to submit a 180-day confirmation letter from the PA together with the normal application form. Additional routes will not be supported if in the view of the Municipality the OL is dormant;</p> <p>Where the additional route is registered in the name of the same association;</p> <p>Whether the applicant has furnished the Municipality with a letter of support, and minutes of the general meeting, including a signed attendance register, in which the members of the association resolved to support the application, from the resident association on the route(s) authorised by the OL;</p> <p>Where the granting of the additional authority could result in conflict between associations and operators. Where there is a real possibility of conflict, the application will not be supported by the CWDM;</p>

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
			<p>All applications for additional authority must indicate the A-point, as the origin of the route in the weekday morning peak period, and B-point, as the destination of the route in the weekday morning peak period, of the routes.);</p> <p>Where the additional route would result in more than one A-point, the application will not be supported.</p> <p>Where the granting of the application will result in more than one association serving the same route, the application will not be supported. An exception will only be made where there is already more than one association serving a particular route</p> <p>In the case of long distance applications:</p> <ul style="list-style-type: none"> - The applicant must be a member of the applicable association; - Operations should be centralised at the approved long distance facilities; and - Only if sufficient demand exists on that route. <p>The Municipality will further direct the PRE not to issue different authorities on the same operating licence (e.g. Charter and minibus-taxi type services). This practice makes enforcement extremely difficult and serves as an impediment to the effective management and regulation of the system.</p>
2.5	Non-contracted Services	New OL for Unscheduled Minibus Services: Existing Minibus Routes	<p>This type of application should only be considered if it does not conflict with a proposed IPTN route or if there is a genuine need in terms of supply and demand or if it is for a non IPTN community service.</p> <p>Matters to be considered in evaluating an application:</p> <p>The route is not adequately served by an existing public transport service. The supply and demand criteria should be applied;</p> <p>The service will not result, in the Municipalities opinion, in wasteful competition with existing or planned contracted services;</p> <p>The applicant is a member of the resident association on that route and that the granting of the application will not lead to more than one association operating on the same route. An exemption from this requirement will be allowed where there are already two or more associations registered for the same route;</p> <p>Whether the applicant has furnished the Municipality with a letter of support, and minutes of the general meeting, including a signed attendance register, in which the members of the association resolved to support the application, from the resident association on the route(s) authorised by the OL;</p> <p>The application does not contain more than one A-point</p> <p>All applications for additional authority must indicate the A-point, as the origin of the route in the weekday morning peak period, and B-point, as the destination of the route in the weekday morning peak period, of the routes.)</p> <p>Other prerequisites for the Municipalities support include:</p> <p>Operators are not permitted to trade any OL's for new applications;</p> <p>Permits which have not been successfully converted to OL's may under no circumstances be traded for new applications;</p> <p>Whether the service authorised by the OL has been provided on a regular basis (by the existing vehicle linked to the OL) for a period of at least 180 days before the date of application (Western Cape Regulations on Operating Licences, Regulation 5 (2) (a))) and Section 49 (2)(b) of the NLTA.</p>

No.	Type of OL Application		Matters to be Considered and Typical Conditions of Approval
			<p>The Municipality will only support applications for the replacement of vehicles in cases where it has issued a statement confirming operation within the last 180 days. This confirmation letter will normally be issued before the application is referred to the Municipality in terms of section 55 (1) of the NLTA in consultation with the WC PLTF or the Provincial Taxi Plan. The Western Cape Regulations on Operating Licences require an applicant to submit a 180-day confirmation letter from the PA together with the normal application form;</p> <p>Operators will not be allowed to trade dormant OL for new applications on the same route;</p> <p>When deciding to support a new application on a particular route, illegal operators who have formed part of the existing capacity for more than three years should be given preference;</p> <p>Existing permits/OL's for other types of services (contract, scholar, etc.) may under no circumstances be traded for OL for minibus taxi-type services; and</p> <p>Where operators have joined another association, they must hand in any OL's for routes registered under that association before any new applications are considered.</p>
2.6	Non-contracted Services	New OL for Unscheduled Minibus Services; New Minibus Routes	<p>In situations where there are new residential or business developments, the need for new public transport services and routes should be determined by means of a public transport assesment (NLTA, section 38 (2)). These new services should preferably be implemented in terms of a new contracted service with the appropriate level of service and vehicle type. This will promote the implementation of the principle of the provision of an IPTN.</p>
2.7	Non-contracted Services	Renewal, amendment or transfer of an OL for a non-contacted service.	<p>Matters to be considered in evaluating an application:</p> <p>That the OL explicitly stipulates official ranks or official terminals or other facilities or spaces where loading/ranking can take place and facilities where passengers may only be set down;</p> <p>That the OL is brought into use within 90 days of upliftment or advance good reasons for not having commenced operations within that period (NLTA Sections 47 (3) and 49 (2) (b)). In the case of an OL with multiple routes, the service must be provided on all the routes authorised by the OL;</p> <p>That the authorised vehicle, whilst in a public transport facility including a holding area that is provided by the Municipality, is operated in accordance with any management procedures and/or regulations and/or by-laws that the Municipality has put in place at that facility and that the Municipality reserves the right to suspend the operator's rank token in the event of non-compliance to these procedures and/or regulations and/or by- laws;</p> <p>That the operator obtains a rank token from the Municipality after the OL is uplifted;</p> <p>That the operator signs an agreement with the Municipality for the use of the facility the OL can be uplifted.</p> <p>That the CWDM is not liable to pay any compensation should the need arise to withdraw the licence before the expiry date, in line with the implementation of the IPTN;</p> <p>In determining the period of an OL for non-contracted public transport services, the Municipality will have due regard to:</p> <ul style="list-style-type: none"> - Current and envisaged trends in utilisation on the route or routes, or where applicable, in the particular area concerned; - The efficiency of the proposed services in meeting user needs;

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<ul style="list-style-type: none"> - The likelihood that in future, the public transport service with regard to which the application for an operating licence is made, may no longer be required in terms of the ITP and IPTN; and - Applicants for various OL transactions within this category are reminded that the likelihood that the public transport service with regard to which application for an operating licence is made, may become the subject of a commercial service contract or a subsidised service contract in the future. Applicants will be duly informed by the Municipality; and where route descriptions are vague, the Municipality will direct to the PRE that applicants be required to submit detailed route by route descriptions to supplement applications for consideration.
3.	Learner Services	<p>In terms of Section 72 of the NLTA the conveyance of learners, students, teachers, and lecturers to or from a school or any other educational institution on a daily basis, is regarded as a public transport service and as such an OL is required.</p> <p>Matters to be considered in evaluating an application:</p> <p>The contract between the operator and the school or other educational institution or department or certified copy thereof, or a letter from the principle or authorised administrative officer of such an institution approving the operator and the transport is in order;</p> <p>The route description is in sufficient detail and the route/routes is/are not in conflict with the transport plans for the area nor impinge on or are in direct competition with any other public transport service lawfully provided by other types of public transport;</p> <p>The vehicle type, capacity and standard thereof is adequate to transport scholars; and an area not on busy public roads where scholars may be picked up or set down is available and that roads to be crossed by the scholars to be picked up or set down are safe.</p> <p>The Municipality will further direct that the PRE impose the following conditions on the OL some of which are legislated in NLTA Regulation 42:</p> <p>The validity period of this specific OL will be 12 months from the date of issuing or until the Municipality's ITP has been concluded by the CWDM, whichever comes first, after which it will lapse and a new application and contract will be required;</p> <p>That none of the Municipality's official transport facilities are used by the operator;</p> <p>The vehicle may only carry a maximum of the designated seats for passengers at any given time even though the capacity of the vehicle is greater;</p> <p>That the OL will be withdrawn if mainstream public transport services are introduced in the future. Furthermore, in line with the restructuring and transformation of public transport services, the CWDM will not be held liable for the payment of compensation if the OL is withdrawn before the expiry date;</p> <p>All schools and other institutions must provide loading areas that are not on busy public roads where scholars and students may be picked up or set down by motor vehicles (Refer to NLTA regulation 42 (8));</p> <p>The operator to install a tracking device system in the vehicle (Refer to NLTA regulation (42d));</p> <p>All vehicles used for scholar transport must:</p> <ul style="list-style-type: none"> - be marked in the manner prescribed or required by the relevant regulatory entity to indicate that scholars or students are being carried; and - have a first aid kit in the vehicle at all times that complies with prescribed requirements or those stipulated by the regulatory entity (NLTA regulation 42 (4 a & b));

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<p>All drivers engaged in scholar transport must be issued by the regulatory entity with a special identity card with feature designed to ensure that it is not possible to be forged, containing at least the following information:</p> <ul style="list-style-type: none"> - full names and identity number of the driver; - name of the operator; - full, recent colour photograph of the driver; and - the code indicating the type of vehicle that the driver may drive. (NLTA regulation 6a-d); and <p>Strict adherence at all times by the operator and driver of the public transport vehicle of the applicable CWDM Traffic By-Law.</p>
4.	Staff Services	<p>The transport of staff between their residence and place of work should preferably be by normal public transport services. When these services cannot accommodate staff trips, e.g. shift workers travelling outside normal operating hours, this type of application can be considered.</p> <p>Matters to be considered in evaluating an application:</p> <p>Whether there is a signed written contract between the employer and the operator;</p> <p>Whether the proposed service will operate outside the core business hours for public transport where the service is not in direct competition with existing service;</p> <p>Whether the vehicle is linked to an authority for minibus taxi-type services. The CWDM requires dedicated operators for this type of service;</p> <p>Whether the vehicle is suitable for the provision of a public transport service;</p> <p>Whether a detailed route description has been submitted for evaluation;</p> <p>Whether the times of operation have been clearly stipulated on the application; and</p> <p>Whether the name(s) of the company/ies to be served have been clearly listed on the application.</p> <p>The CWDM will further request that the PRE impose the following conditions on the OL:</p> <p>That the validity period of the OL is less than or equal to that of the contract;</p> <p>That the operator submits proof of passenger liability insurance;</p> <p>That the authorised vehicle is clearly marked with the name, address, and nature of the business of the holder of the OL on both front doors of the vehicle;</p> <p>That none of the CWDM's official public transport facilities are used by the operator;</p> <p>That the OL is brought into use within 90 days of collection at the PRE;</p> <p>That the OL will be withdrawn if mainstream public transport services are introduced in the future; and</p> <p>That the CWDM is not liable to pay compensation if the OL is withdrawn before the expiry date, in line with the restructuring and transformation of public transport services.</p>

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
5.	Long Distance Services	<p>Long Distance Minibus Services:</p> <p>The demand for long distance services normally diminishes after the peak holiday season, resulting in an oversupply of vehicles on long distance routes. As a result these operators tend to impinge on other existing commuter routes, causing conflict. Existing operators who apply for additional authority to operate on the long distance routes in terms of Section 65 of the NLTA should be supported. These operators can revert back to the local routes when the demand on the long distance routes diminishes. It also allows the association to rotate operators on both the local and long distance routes to alleviate some of the overtrading taking place on the local routes.</p> <p>The CWDM receives, from time to time, applications that have been submitted in other Provinces that apply to operate to destinations in the CWDM's jurisdiction. The CWDM requires that the applicable PRE ensure that a detailed route description with a specific facility as end destination be supplied for the section of the route within the CWDM's jurisdiction. In the absence of the required information, the CWDM will unfortunately not be in a position to make informed decisions in order to support any applications for new operating licences or the renewal thereof and these applications will then be refused.</p> <p>Matters to be considered in evaluating an application:</p> <p>Whether the operator has an existing operating licence for one of the local routes;</p> <p>Whether the local service authorised by the OL has been provided on a regular basis for a period of at least 180 days before the date of application for the long distance route;</p> <p>Whether the operator is a member of the resident long distance association and has furnished the CWDM with a letter of support, and minutes of the general meeting, including a signed attendance register, in which the members of the association resolved to support the application, from the resident association on the route(s) authorised by the operating licence;</p> <p>Whether the application is for one of the official long distance facilities;</p> <p>Whether there is concurrence from the Planning Authority at the destination point of the route(s);</p> <p>Whether a detailed route description has been submitted for evaluation;</p> <p>Whether the vehicle is suitable for long distance services. In future only recapitalised vehicles will be allowed for long distance minibus taxi services;</p> <p>Whether the application clearly stipulates where passengers will be picked up or set down and</p> <p>Whether the demand for the service is justified from a passenger perspective.</p> <p>Scheduled Bus Services:</p> <p>Whether the demand for the service is justified from a user perspective;</p> <p>Whether the vehicle is suitable for public transport services;</p> <p>Whether there is concurrence from the planning authority at the destination point of the route(s);</p> <p>Whether a detailed route description has been submitted for evaluation;</p> <p>Whether the vehicle is suitable for long distance services; and</p> <p>Whether the application clearly stipulates where passengers will be picked up or set down.</p>

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<p>The CWDM will further direct that the PRE impose the following conditions on the OL:</p> <p>That the operator keeps a log book of all long distance journeys;</p> <p>That the OL is brought into use within 90 days or advance good reasons for not having commenced operations within that period. In the case of an operating licence with multiple routes, the service must be provided on all the routes authorised by the OL;</p> <p>That the authorised vehicle, whilst in a public transport facility including a holding area that is provided by the CWDM, is operated in accordance with any management procedures and/or regulations that the CWDM has put in place at that facility and that the CWDM reserves the right to suspend the operator's ranking rights in the event of non-adherence to these procedures and/ or regulations;</p> <p>That the operator obtains a rank token from the CWDM before they can uplift the OL;</p> <p>That the operator signs an agreement with the CWDM for the use of the facility before they can uplift the OL;</p> <p>That the OL is granted only for the validity period of the rank token;</p> <p>That the operator submits proof of passenger liability insurance;</p> <p>That the operating licence clearly stipulates where passengers may be loaded and where passengers may only be set down; and</p> <p>That passengers may not be picked up or set down en-route unless the operator has reached agreement in this regard with the CWDM and with the taxi associations operating locally in the area.</p>
6.	Metered Taxi Services	<p>Matters to be considered in evaluating an application:</p> <p>Whether there is a demand for the service;</p> <p>The availability of other services of a similar nature and standard;</p> <p>Whether there is ranking space available (in the case of rank operators); and</p> <p>Whether the vehicle is suitable for operation of a metered taxi service. The CWDM will not support an application to grant an OL for a metered taxi service if it is operated by a vehicle designed, or lawfully adapted by a registered manufacturer, to carry more than seven passengers plus the driver.</p> <p>The CWDM will further direct that the PRE impose the following conditions on the OL:</p> <p>The name of the base rank, base area or base address from which the metered taxi operates and the pick-up radius must be marked on both front doors of the authorised vehicle with wording to be approved by the CWDM in addition to the name, address and nature of business of the holder of the OL;</p> <p>The driver of the authorised vehicle shall have successfully completed a training programme recognised by the CWDM;</p> <p>The scale of charges shall be displayed on both front and back doors of the vehicle;</p> <p>The fare shall be calculated from the time the passenger enters the metered taxi. No charges shall be made from the passenger's destination back to the rank or depot;</p> <p>The service authorised by the OL must commence within 90 days of the date of collection of the OL from the PRE;</p>

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<p>That the operator obtains a rank token from the CWDM before they can uplift the OL (only in the case of official ranks);</p> <p>That the operator signs an agreement with the CWDM for the use of the facility before they can uplift the OL;</p> <p>That the operator submits proof of passenger liability insurance; and</p> <p>That the vehicle is fitted with a sealed, working, and properly calibrated taxi fare meter. (Refer to NLTA Sec 66 (2)).</p>
7.	Charter Service	<p>The NLTA defines a "charter service" as a means of a public transport service operated by road involving the hire of a vehicle and a driver for a journey at a charge arranged beforehand with the operator, where –</p> <p>(a) neither the operator nor the driver charges the passengers individual fares;</p> <p>(b) the person hiring the service has the right to decide the route, date and time of travel; and</p> <p>(c) the passengers are conveyed to a common destination, and includes vehicles hired with drivers contemplated in section 67;" (NLTA, 2009)</p> <p>Matters to be considered in evaluating an application:</p> <p>The charter service applied for meets the criteria as per the definition of a chartered service and provisions of Section 67 in the NLTA;</p> <p>The charter service applied for should not rather be provided as metered taxi service;</p> <p>The vehicle or vehicle type is suitable as per Section 57(1)(b) of the NLTA in terms of reliability, convenience, affordability and passenger safety for the purpose of providing a chartered service; and</p> <p>The applicant is able to operate a charter service in a matter satisfactory to the public.</p> <p>The CWDM will direct that the following conditions to be added on to the OL:</p> <p>This specific OL will only be valid for a period of 12 months from the date of issuing after which it will lapse and a new application will be required;</p> <p>The vehicle may only carry a maximum of the designated seats for passengers at any given time even though the capacity of the vehicle is greater;</p> <p>The operator is required to protect the passengers through the provision of adequate liability insurance cover;</p> <p>The OL must stipulate that the vehicle must be marked with the name and address of the operator as well as the type of service provided; and</p> <p>Strict adherence at all times by the operator and driver of the public transport vehicle to the applicable Traffic By-Law.</p>
8.	Tourist Services	<p>The NLTA defines a "tourist transport service" as a scheduled, unscheduled or chartered public transport service by road for the carriage of tourists to and from tourist attractions according to a predetermined itinerary, and includes transfers of tourists, for example from hotels to and from airports." (NLTA, 2009)</p> <p>Matters to be considered in evaluating an application:</p> <p>That the operator is fit and proper in terms of Section 81(2)(a) of the NLTA to transport tourists in a manner that is safe and will promote South Africa as a tourist destination;</p> <p>That the operator meets all the prescribed technical requirements in terms of Section 81(2)(b) of the NLTA;</p>

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<p>That the operator has access to acceptable vehicles and maintenance facilities in terms of Section 81(2)(c) of the NLTA;</p> <p>That the prescribed matters (criteria) in terms of Section 81(3) of the NLTA has been met:</p> <p>That the proposed tourist service does not impinge on any other public transport services lawfully provided by other types of public transport;</p> <p>The applicant is a properly qualified tour operator; and</p> <p>A qualified tour guide shall accompany the tourists at all times; and</p> <p>A detailed route description (itinerary) has been provided.</p> <p>The tourist services operator may operate a maximum of each class of vehicles in terms of Section 81(4) of the NLTA.</p> <p>The tourist service operator has the required recommendations from the local CWDM authorities or authorities recognised by the Minister as required in terms of Section 81(5) of the NLTA;</p> <p>That the operator is registered as an accredited tourist operators in terms of Section 81(7) of the NLTA;</p> <p>The operator is fit and proper in terms of Section 82(2) of the NLTA to provide the proposed tourist service; and</p> <p>The vehicle or vehicle type is suitable as per Section 84(3)(b) of the NLTA in terms of reliability, convenience, affordability and passenger safety for the purpose of providing a tourist service.</p> <p>The CWDM will direct that the following conditions to be added on to the OL:</p> <p>The granting of this specific OL will only be valid for a period of 12 months from the date of issuing or until the CWDM's DITP has been concluded by the CWDM, whichever comes first, after which it will lapse and a new application will be required;</p> <p>Certified tourist transport vehicle to display special token, tag, or equipment as prescribed in NLTA Regulation 35;</p> <p>A clearly stated prohibition on the provision of shuttle or pre-booked transfer services;</p> <p>The nature of the service must be specified on the operating licence and vehicle;</p> <p>The tour guide must display the prescribed name badge whilst in the vehicle;</p> <p>The operator maintains, for the period of the operating licence, appropriate passenger liability insurance;</p> <p>That the CWDM is not liable to pay compensation if the OL is withdrawn before the expiry date in line with any restructuring and transformation of public transport service; and</p> <p>Accredited operator must renew their accreditation every five years in the prescribed manner, failing which their accreditation will lapse (NLTA Section 81 (8)).</p>
9.	Contracted Services	<p>OL's for contracted services must be granted or renewed by the PRE for any negotiated, subsidised, or commercial service contract awarded by a competent contracting authority (as defined in the NLTA) for services to be provided within the CWDM. The licences may only be granted for the duration of the contract and are subject to the terms and conditions of the contract (NLTA, Chapter 5). Section 56 and NLTA Regulation 16 specifically deal with matters relating to the issuing of OL's for this type of service.</p>

No.	Type of OL Application	Matters to be Considered and Typical Conditions of Approval
		<p>The Western Cape Regulations on Operating Licences, 2002 (Section 4) require that the application for the Licences must be submitted with written confirmation from the relevant contracting authority that the contract has been properly concluded. The regulations also require the RE to submit copies of the application to the CWDM and that the CWDM should:</p> <p>Submit direction to the PRE on the availability and improvement needs of terminals and bus stop facilities on the routes for boarding or alighting of passengers.</p> <p>Confirm whether it supports the application in terms of its ITP; and</p> <p>Submit any directions it may have in relation to the applications.</p>
10.	Special Events and Major Special Events	<p>Sections 60 and 61, of the NLTA, and NLTA Regulation 20, deal with issues surrounding the application and granting of temporary Licences for special and major special events.</p> <p>Temporary special event Licences will only be issued (a) if existing authorities and services are not sufficient to meet the estimated demand (b) that existing services are not disrupted or prejudiced, and (c) other prescribed criteria have been met. The CWDM, on evaluating such application, will need to consider the above and, for special events within the CWDM, the relevant Traffic Management Plans (TMP) that are prepared for such special event.</p>
11.	Courtesy Services	<p>A courtesy service is defined in the NLTA as follows:</p> <p>"courtesy service" means a service provided by or on behalf of an organisation such as an hotel, which is not an operator, for its customers or clients, either by means of its own vehicle or the vehicle of an operator in terms of an agreement with that organisation, with no direct charge to the passengers;" (NLTA, 2009)</p> <p>Section 53 (1) (a) exempts courtesy services from needing an OL if the operator operates less than the prescribed number of and type of vehicles. Regulation 29 prescribes that a maximum of two motor cars can be exempt from applying for OL's. However, if minibuses, midibuses, and buses are used they will need to be in possession of licences application for which must be done through the relevant PRE.</p> <p>In addition, NLTA Regulation 29(3) requires that operators of exempted courtesy services need to notify and register as an operator with the NPTR. The NPTR must then notify the relevant PRE and PA of such services. In terms of the above legislation the CWDM does not have any input into the registration for these exempted services. However, where the operator requires a Licence/s the CWDM must direct the PRE in accordance with its ITP in terms of Section 55 of the NLTA.</p> <p>In evaluating such applications the CWDM must consider:</p> <p>Whether there is a demand for the service;</p> <p>Carefully evaluate the objective behind the provision of the service to ensure that it does not negatively impact on the viability of other existing services;</p> <p>The availability of other services of a similar nature and standard;</p> <p>Whether there is space available for the vehicle/s to stop and off-load passengers; and</p> <p>Whether the vehicle is suitable for operation of a courtesy service</p>

Source: Transport for Cape Town, Operating Licence Strategy 2013 – 2018, October 2013

4.5.1 Electronic Hailing Services

Introduction:

An electronic hailing (e-hailing) service is one whereby a public transport service can be ordered by a user by means of an e-hailing application, typically installed on a smart phone, and has the ability to estimate distances and fares, to communicate this estimate to the user in advance and to calculate the final fare at the end of the trip.

Since its inception, there have been difficulties dealing with applications for Operating Licences for e-hailing taxi services for various reasons such as:

- The National Land Transport Act does not specifically cater for such services
- They are seen as competition to existing metered taxi services
- Some drivers operate without the necessary documentation

The PRE in the Western Cape has recently granted several applications for Operating Licences for metered taxi services in Cape Town using a propriety software application that enables e-hailing and has imposed conditions of approval that include inputs from the Planning Authority, which in this case was the City of Cape Town.

Legislation and Regulation:

No road based public transport service may be operated without an Operating Licence issued in terms of the National Land Transport Act (NLTA) (section 50). Applications for Operating Licences for e-hailing services are currently being dealt with by the PRE as a metered taxi service as defined in section 66 of the National Land Transport Act. The PRE may impose conditions on the granting of an Operating Licence pertaining to the area in which passengers may be picked up, the fare structure as well as any other matter affecting the standard and quality of the service. Planning Authorities must indicate to the PRE whether there is a need for new public transport service based on their Integrated Transport Plans or if the Integrated Transport Plan has not been finalised or is inadequate, it must take a decision based on due investigations carried out by it (section 55(2)(a) of the NLTA).

Conditions of Approval:

E-hailing services are a new phenomenon and it is difficult to predict their popularity and the demand for such a service. The City of Cape Town stipulated a requirement for the submission of an application for an Operating Licence that the prospective operator must submit a business plan to substantiate their application. The City of Cape Town concluded that e-hailing is a distinctive market and would not result in a mass migration of users from the current metered taxi industry.

The City of Cape Town required that the following generic conditions of approval be imposed as part of the conditions imposed by the PRE in the approval of Operating Licences for e-hailing taxi services:

- It is a strict condition that if the operating licence is not uplifted within the prescribed time frames, then the Planning Authority's support of the operating licence will lapse and the applicant will not be eligible to re-apply for the operating licence and a 12 month waiting period will then automatically apply;

- The service authorised by this operating licence is solely that of an on-demand service achieved by means of electronic hailing while roaming;
- Waiting or plying for hire in any private or public road (regardless of classification), dedicated public transport right of way or stop, private or public parking areas – demarcated or not, bus, metered taxi, disabled, aged, child or any other areas – demarcated or not, is strictly forbidden;
- When the vehicle is not in service it must be parked off street at the base as indicated in the area of operation;
- Should the address used as the base of this authority change for whatever reason, then the authority of this operating licence must be amended with immediate effect to reflect the new address used as a base;
- Fare structure restricted to that of flag fall, Rand/km and waiting time only;
- Time based tariffs and any type of surcharging is strictly prohibited;
- Fare structure to be clearly legible and displayed on both back doors of the vehicle;
- Detailed trip data (electronic or other) to be kept and made available to the Planning Authority on request - especially in terms of 180 day proof of operation;
- Display operating licence, decal and rank (municipal or private) token – if applicable - at all times;
- Display approved and prescribed metered taxi roof sign;
- Leasing of vehicles and/or operating licences strictly prohibited;
- Drivers with an international drivers licence need to convert same to a RSA driver's licence before carrying any passengers;
- Operating licence authority subject to vehicle meeting all required specifications and standards set from time to time;
- Non - transferable i.e. a trading commodity. Transfer will only be considered if part of an estate or complete business take over;
- No ranking allowed at any municipal or private ranks - including the Waterfront, Port and Airport - unless expressly authorised; and
- The operator may carry passengers to destinations outside the area and may return with the same passengers, but may not ply for hire outside the area.

Legal Opinion:

In August 2015, the e-hailing service provider obtained legal opinion and several of the above conditions imposed by the PRE were challenged and are likely to be appealed to the Transport Appeal Tribunal or even to a High Court review. The optimum solution to this is regarded as being the amendment of the NLTA to provide for a specific Operating Licence category or for by-laws to be passed by the relevant Planning Authority (Municipality). It is understood that the City of Cape Town is considering the preparation of such a by-law.

Recommendation:

Public transport services in the Western Cape, in particular in the Cape Town functional region, are interlinked and there is a need for a consistent approach between Municipalities to the regulation of public transport services. It is recommended that the Cape Winelands District Municipality maintain close liaison with the City of Cape Town to provide input into the regulation process through the City's Intermodal Planning Committee. Until a final by-law is tabled and adapted for use by the Cape Winelands District Municipality it is recommended

that similar conditions of approval to those set out above be imposed in respect of Operating Licence applications for e-hailing type services.

5. Law Enforcement

Chapter 7 of the NLTA deals with law enforcement in respect of land transport and states that Municipalities, which are considered to be “Enforcement Authorities”, must take active steps to develop a system to improve land transport in their jurisdiction. A Municipality may enter into an agreement with the MEC or another Municipality to undertake law enforcement functions in their area or to second staff.

The Enforcement Authority may appoint Inspectors to monitor compliance with the NLTA and to assist in the investigation and prevention of offences in terms of section 90 of the Act. The powers of an Inspector are set out in section 89 of the NLTA and include the stopping and impounding of vehicles and the inspection of relevant documentation.

All information pertaining to Operating Licences and applications as well as routes should be contained in a database that is readily available to the Inspectors.

Operators without Operating Licences should be subject to law enforcement as a matter of course; however these operators should be encouraged to apply for Operating Licences on routes where a demand for additional trips has been identified. The affected operators should be empowered by explaining the benefits of operating a licensed service and the procedure and requirements required to apply for an Operating Licence. The Taxi Associations should be consulted and involved in the empowerment process.

6. Stakeholder Consultation

On-going consultation between the PRE and the Cape Winelands District Municipality is necessary during the process of the consideration of Operating Licence applications. There is also communication with other Planning Authorities concerning long distance applications. These consultations usually take place by means of written communication.

As is the case with the City of Cape Town, the PRE should be requested to provide a monthly statement of the Operating Licences that have been granted, amended, transferred or renewed, to the Cape Winelands District Municipality for information purposes. Information relating to the entire Cape Town functional region which affects the CWDM should be requested.

Consultation with the public transport operators in the Cape Winelands municipal area is also necessary to discuss local matters and a Forum or liaison committee for this discussion should be established to meet on a regular basis.

7. Proposals for Implementation

The Cape Winelands District Municipality has adopted a policy to improve public transport services and the DITP contains a framework strategy for the planning and phased implementation of an Integrated Public Transport Network. The introduction of an IPTN may affect existing bus and minibus taxi services. The proposed preliminary IPTN routes are indicated in Section 3.3 (Figure 3-1). Consideration should be given to the phasing out of

existing affected Operating Licences and the placing of a moratorium on the approval of new Operating Licences that impact on these routes.

The CWDM is to consider a Chapter 8 investigation as determined by the Municipal Systems Act in order to determine the institutional arrangements for the rendering of the public transport function within its area of jurisdiction.

A strategy should be developed to rationalise all existing Operating Licences and manage the approval of new Operating Licences to reduce the over supply of services where this may exist. This will assist in reducing congestion at existing ranks and facilities, as well as reducing traffic congestion on routes used by public transport.

Law enforcement is critical to the successful implementation of the OLS and a dedicated team of Inspectors and Law Enforcement Officers is necessary to deal with public transport law enforcement. This will assist to improve the quality of the service and safety on public transport services.

An electronic database should be established and updated regularly to provide easy access to Operating Licence information and route descriptions. This will greatly assist the law enforcement function.

A communication Forum should be established with existing operators to meet regularly on matters concerning the public transport industry including issues and concerns, public transport facilities and law enforcement.

8. Financial Implications

The implementation of the proposals set out above will have financial implications for the CWDM. A broad cost estimate of the proposals is contained in Table 8-1.

Table 8-1: Financial Implications

No.	Item	Estimated Annual Cost - R				
		2015/16	2016/17	2017/18	2018/19	2019/20
1	Assessment of Operating Licences impacting on future IPTN routes	0	300 000			
2	Chapter 8 Investigation	0	2 500 000	2 500 000		
3	Investigation of the Improvement of Transport Facilities	0	1 000 000	0	0	0
4	Establish Operating Licence Inspectorate	500 000	2 500 000	3 000 000	3 000 000	3 000 000
5	Establish and maintain electronic database of Operating Licences	100 000	50 000	50 000	50 000	50 000
6	Establish a Public Transport Forum including Public Transport Operators	50 000	50 000	50 000	50 000	50 000
	TOTAL	650 000	6 400 000	5 600 000	3 100 000	3 100 000

ANNEXURE “A”: Operating Licence Database

Table 8-2: Operating Licences Breede Valley (De Doorns Taxi Association)

Surname and Initials	ID Number	Operating Licence						Route				
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5
CAROLUS T	4510255006086	501990	7	A	2011-09-15	INDEF	CW54844	764	CS			
		1779982	1	A	2012-03-22	2017-03-22	CW56180	H77				
CONRADIE D	8308225129088	1780177	2	A	2012-04-03	2017-04-30	CW50117	H77				
CONRADIE P	4807275146083	1780179	2	A	2012-04-05	2017-04-30	CW58473	H77				
CROTZ PE	6904175104089	1780504	0	C	20/12/2005	2012-03-31		H77				
DZINGA K	7011135890085	1780052	3	A	2012-09-14	2017-04-30	CW11920	H77	J39	J40	J45	N50
		0502184	7	A	2011-03-17	INDEF	CW57921	764				
FORBES A	7301075166087	0518895	1	A	2000-02-04	INDEF	CW60495	764				
		0602479	2	A	2012-02-15	INDEF	CW28078	764				
FORBES J	7301075166087	0516884	3	A	2000-02-04	INDEF	CW37260	764				
GAYIYA FE	4703145363086	0506021	2	A	2006-03-29	INDEF	CW13717	CHARTER SERVICE				
		0511640	4	A	2011-03-24	INDEF	CW57919	764				
		1593002	1	C	2009-11-17	2011-11-30	CW54457	764				
GONIWE G	4101195308087	1780051	1	A	2012-04-03	2017-04-30	CW58918	H77				
GONTSANA M	4207285467087	0510207	0	A	1995-02-28	INDEF	CW46592	DE DOORN Radius				
JONAS E	6306115187085	0521803	2	A	1998-07-01	INDEF	CW13843	834	835			
KHANI MA	6808205379084	0501702	4	A	1990-03-19	INDEF	CW15948	764				
KLAASEN B	7605165196089	1780538	2	A	2012-04-03	2017-04-30	CW55084	H77				
MACKENZIE A	4703095131087	0518723	0	A	1997-04-04	INDEF	CA852690	SEDAN				
MAKANDA SB	6301017431087	1789238	1	A	08/09/2011	31/05/2016	CW41741	H77				
MAWONGA NW	4212245367088	1805655	0	A	2012-06-20	2017/06/30	CW35072	H77				
MARAIS B	71011105082084	1779998	3	A	2012-04-14	2017-02-28	CW13309	H77				
MATYESINI TW	4107185422085	1780537	2	A	2012-04-05	2017-04-05	CW46647	H77				
MATHLATSI T	7601026694081	1792491	1	A	2011-10-11	2016-08-31	CW35630	H77				

Surname and Initials	ID Number	Operating Licence						Route				
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5
MAYEKI NE	5808080461081	1816401	0	A	2013-07-18	2018-07-31	CW21849	H77				
		1818086	0	A	2013-08-28	2018-08-31	CW48213	H78	N50	N51		
MAYEKI TG	4902145335082	0501986	3	A	1994-09-21	INDEF	CW43015	629				
		0504795	3	A	1993-04-19	INDEF	CW30514	764				
		1725825	1	A	2011-03-17	2016-03-03	CW13966	CHARTER SERVICE				
		1780176	3	A	2013-06-13	2017-07-31	CW48213	H77	J46	N50	N51	
METABO J	5510255044086	0510152	1	A	2012-05-11	INDEF	CW12548	764				
MATABO EG	7804175138088	1794870	1	A	2011/10/31	2016-09-30	CW20288	H77				
MKHETSU Z	7005125471082	1783776	2	A	2011-09-27	2015-05-31	CW54965	N50	764			
		1782443	2	A	2012-07-19	2015-06-30	CW57630	H77				
MINNIES W	6901155164083	0521725	3	A	2011-08-04	INDEF	CW28958	834	835			
MQHAMKANA Z	7501046306080	1780220	1	A	2012-08-12	2017-08-30	CW10345	H77				
NYANGA MR	5912185757086	0505031	3	A	2008-01-08	INDEF	CW36830	629				
OLIPHANT KP	5612145016082	0502045	1	A	2012-09-10	INDEF	CW59709	834	835	CHS		
		504800	3	A	2012-05-31	INDEF	CW31234	834	835	CHS		
		512359	0	A	1995-08-15	INDEF	CW39138	CHARTER SERVICE				
		522214	3	A	2006-10-13	INDEF	CW17631	CHARTER SERVICE				
PALISO N	7405085407080	1782442	3	A	2012-08-28	2015-06-30	CW49207	H77				
PERRANG D	6205135190089	521807	2	A	2004-07-20	INDEF	CW22941	834	835			
QIKI S	6008025320083	1780175	2	A	2012-03-16	2017-03-31	CW45429	H77				
QOYI T	830321625084	1791905	3	A	2012-02-22	2016-08-31	Not supplied	H77				
SISELE BL	7903145536080	1804034	0	A	2012-04-12	2017/04/30	Not supplied	N50	N51			
SOLANI NR	5403275438081	1804898	0	A	2012-05-21	2015-08-31	Not supplied	H77	CHS			
TOSE VA	6101135661080	1784058	0	A	2010-08-18	2015-08-31	Not supplied	H77				
VAN DER WESTHUIZEN W	6009275245087	1780539	2	A	2012-03-19	2017-03-31	CW29310	H77				
FUNYANWA MD	7207265427082	1802331	0	A	2012-02-23	2017-02-28	CW31138	CHARTER SERVICE				
		1816146	0	A	2013/07/08	2018-07-31	CW17427	H77				

Surname and Initials	ID Number	Operating Licence						Route										
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11
		510135	0	A	1995/02/16	INDEF	CBR4973	ASHTON										
TYATYEKA BM	5308300453083	514599	3	A	2005-11-09	INDEF	CJ32191	993										
XAKAZA Z	6012305840083	1521695	10	A	2012/10/10	2015-07-31	CJ49477	B97	B98	B99	CS		LE					
		1527637	10	A	2010/06/25	2015/06/30	CJ49477	G15	L67	L61	L62	L63	G15	G58-G60				
		506149	9	A	2011/06/10	INDEF	CJ70433	G57										
XOBISO ME	5012095519088	513742	5	A	2014-01-21	INDEF	CJ40193	931	A09	643	642	644	A10	A11	A12			
ALBERTUS AC	8111205241083	506399	6	A	2006-10-06	INDEF	CINASHIWP	771	772	773	774	970						
APPOLLIS A	5701255116087	504269	7	A	2010-01-29	INDEF	CN12953	771	772	773	774	970						
		502338	8	A	2012-03-09	INDEF	CN9350	774	943	970 & CHARTER								
APPOLLIS LM	5806140111084	509005	6	A	2011-05-06	INDEF	CN14781	943	970 & CHARTER									
BANTHAM RJ	6210215253088	502414	8	A	2012-08-13	INDEF	CN16540	771	772	773	774	934						
		1806867	2	A	2013-04-24	30/11/15	CN20894	771	772	773	774	F13	F14	970				
BRINK L	5112020144083	505676	14	A	2014-04-17	indef	CN21194	943	970									
CARELSE LP	5709140254088	503651	7	A	2007-08-03	INDEF	CN18129	771	772	773	774	970						
DAVIDS A	5706185176085	501464	4	A	2005-12-29	INDEF	CN19775	771	772	773	774	934						
		502371	4	A	2011-02-10	INDEF	CN9167	943	970	771	772	773						
DAVIDS AF	6404130146085	501336	5	A	2014-09-15	INDEF	CN12190	943	970	CHR								
DAVIDS CS	5911285185081	508808	3	A	2010-07-13	INDEF	CN2141	771	772	773	774	943	970	F13	F14			
DAVIDS L	5403180025083	1519608	8	A	2011-06-17	31/07/15	CN17258	771	772	773	774	970						
		1654130	5	A	2012-02-01	30/06/16	CN24308	970										
DU PLESSIS C	6008045056089	518821	2	A	2012-06-18	INDEF	CN1667	771	772.773	774	943	970						
		1805483	0	A	2012-06-14	30/06/17	CN9677	771	772	773	774	934						
EPHRAIM J	4710175057082	504396	5	A	2008-07-29	INDEF	CN20720	943										
		505325	8	A	2008-07-24	INDEF	CN21931	771	943	970	772	773						
JULIES S	4902155152088	506307	3	A	2009-02-24	INDEF	CN13989	943	970	771	772	773						
KLAASTE E	4307145145087	508780	3	A	2007-04-23	INDEF	CN19714	943	970	771	772	773	774	B33				

Surname and Initials	ID Number	Operating Licence						Route										
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11
		505242	3	A	2008-07-30	INDEF	CN20480	943	970	771	772	773	774	B33				
		508313	3	A	2008-07-30	INDEF	CN11304	943	970	771	772	773	774	B33				
SNELL AA	5107225167087	503053	7	A	2011-09-22	INDEF	CN13239	771	772.773	774	943	970						
		507848	5	A	2008-01-30	INDEF	CN21101	771	772.773	774	943	970						
VAUGHAN A	4403045122019	509882	6	A	2008-12-11	INDEF	CN16254	771	772	773	774	970						
ADAMS JOHAN	6105115116080	505170	7	A		INDEFF	CN12271	943										
		508508	5	A		INDEFF	CN20233	943	771	772	773	774	970					
		501945	6	A		INDEFF	CN16081	943	970	771	772	773	774					
		508838	5	A		INDEFF	CN15156	943	970	771	772	773	774					
ADAMS SAMMIE	5806245148080	505315	7	A		INDEFF	CN7521	943	970									
ALBERTUS FUAD	3402245052084	507447	6	A		INDEFF	CN3969	943										
		506280	5	A		INDEFF	CN4880	943	970	771	772	773	774					
		508166	10	A		INDEFF	CN17144	943										
		500954	7	A		INDEFF	CN25731	943	970	771	772	773	774					
		507401	9	A		INDEFF	CN8589	771	772	773	774	970						
BANTHAM ROBERT JOSEPH	6210215253088	502414	8	A		INDEFF	CN16540	771	772	773	774	943	970	CHARTER				
		1806867	2	A		2015-11-30	CN20894	771	772	773	774	F13	F14	970				
BOONZAIER ANDREW	5706025126084	506929	7	A		INDEFF	CJ20349	943	970									
BRINK VALENTEIN FREDERICKS JEFTHA	6205225177087	504759	7	A		INDEFF	CN2163	943										
DAMPIES DALENE	5703130063088	508260	6	A		INDEFF	CN21270	943	& CHARTER									
DANIELS GLADYS LYDIA	3104180043017	501640	4	A		INDEFF	CN3743	943	970									
		507893	2	A		INDEFF	CN8349	970	771	772	773	774	943					
JACKSON JULIE	5204235104018	508240	7	A		INDEFF	CN1488	943	970									
		504860	4	A		INDEFF	CN22156	943	970	771	772	773	774					
JANSEN BENYAMIEN	3502215063084	1805374	0	A		2017-06-30	CN15948	F17	F18									
JANSEN MYMOENA	6408300215083	505526	6	A		INDEFF	CN8044	943	970	771	772	773	774	F13	F14			

Surname and Initials	ID Number	Operating Licence						Route											
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11	
		1804004	0	A		2017-04-30	CN22200	CHARTER											
		508033	9	A		INDEFF	CN2855	970											
PILLAY WOOLEGANATHAN	5502285220083	503640	1	A		INDEFF	CN5033	943											
		504869	2	A		INDEFF	CN3283	943	970	971	772	773							
		502800	3	A		INDEFF	CN16521	943	970	771	772	773	774						
VAN DIEMEN HENNIE	5007165025081	511080	6	A		INDEFF	CN21897	943	970										
ROSS SOLOMON GELANT	3305275089084	505548	8	A		INDEFF	CN22261	943	970										
		505304	3	A		INDEFF	CJ50388	B29	B30	B31	B32	B33	962						
SARONA TRANSPORT PTY	2008/019341/07	508507	10	A		INDEFF	CN5257	943											
		505806	5	A		INDEFF	CN1895	771	772	773	774	943	970						
		504111	4	A		INDEFF	CN12989	943	970	771	772	773	774						
LTD CLAASSEN JF	4109275073083	518455	1	A		INDEFF	CN9051	771	772	773	774	943	970						
DAVIDS LEAH	5403180025083	1519608	8	A		2015-07-31	CN17258	771	772	773	774	970							
		1654130	5	A		2016-06-30	CN24308	970											
THOMAS M	5303030115086	502041	4	A		INDEFF	CJ48958	771	772	773	774	943	970						
VAUGHAN LAWRENCE KENNETH	7204155091086	504323	3	A		INDEFF	CN15592	970	771	772	773	774	970						
		504779	4	A		INDEFF	CN17449	970	771	772	773	774	970						
LE ROUX SG	681117020086	508497	5	A		INDEFF	CN12241	943											
FREDERICKS LEONARD	5503025070085	505735	7	A		INDEFF	CN14650	943											
FRANCIS W	5108185057011	504616	6	A		INDEF	CJ 43993	B20	B21	B22	B23	B24	B25	B26	B27	641	963		
		502922	8	A		INDEF	CJ65798	899	B01	B02	B03	B04	B05	B06					
HEYNS	7503195098088	507212	10	A		INDEF	CJ 74062	907											
		1808825	1	A		2017-11-30	CJ79666	B11											
KIMBER GP	6209100114082	1634366	5	A		2016-04-30	CJ29968	963											
LAWRENCE AJ	6603090190088	510009	6	A		INDEF	CN23905	961											
MATTHYSE F	6707265176085	509788	6	A		INDEF	CJ38338	899	B01	B02	B03	B04	B05						

Surname and Initials	ID Number	Operating Licence						Route										
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11
NDAMANE N	7412185573086	513005	7	A		INDEF	CN7369	B28	B29	B30	B31	B32	B33	959	B43	B44	B45	B46
		507146	12	A		INDEF	CN22524	863										
MOKO K	6508255364081							NO PERMIT										
LOFF NW	8102045120082	502096	4	A		INDEF	CJ76631	B34	B35	B36	B37	B38	B39					
LOFF S	8209260115083	503042	8	A		INDEF	CJ21434	B34	B35	B36	B37	B38	B39					
SOLOMONS H	6608235702085	501978	7	A		INDEF	CJ55417	899	B01	B02	B03	B04						
ABRAHAMS A	8405175140089	507346	13	A		INDEFF	CJ47037	961	B40	B41	B42	B43	B44	B45	B46			
BAILEY S	5002045063089	509793	8	D		INDEFF	CJ16142	961	B40	B41	B42	B43	B44	B45	B46			
		510112	7	A		INDEFF	CJ40491	B32	962									
BOTHA ER	7201135039086	504722	6	A		INDEFF	CJ38023	899	B01	B02	B03							
BUSHULA CK	5404105646086	501769	10	A		INDEFF	CJ70701	961	B40	B41	B42	B43	B44	B45	B46			
		501769	12	A		INDEFF	CJ70701	961	B40	B41	B42	B43	B44	B45	B46			
CARELSE JPD	3203135068085	504423	4	A		INDEFF	CJ64307	863	B34	B35	B36	B37	B38	B39				
		508108	4	A		INDEFF	CJ82313	863	B34	B35	B36	B37	B38	B39				
CARELSE SRJ	6704135181080	507078	4	A		INDEFF	CJ21808	B01	B02	B04	B05	B06	899					
		504435	4	A		INDEFF	CJ58630	863		B34	B35	B36	B37					
CUPIDO CN	7304220189087	506861	10	S		INDEFF	CJ31809	B34	B35	B37	B38							
CUPIDO J	4211135130085	509204	6	A		INDEFF	CJ58965	863	B34	B35	B36	B37	B38	B39				
		508972	4	A		INDEFF	CJ26193	864										
		509278	5	A		INDEFF	CJ66778	961	B46									
CYSTER JD	6207265164082	508741	6	A		INDEFF	CJ33653	963	B56									
		508588	7	A		INDEFF	CJ50672	963	B56									
DANIELS LL	6007220245087	503434	4	A		INDEFF	CJ52060	B21	B22	B23	B24	B25	B26	B27	641			
DENNIS MN	5709275196088	507077	9	A		INDEFF	CJ43041	765										
FORTUIN H	5012265184085	509050	8	A		INDEFF	CJ26988	863										
FRANKFORT CM	6801295168087	504060	4	A		INDEFF	CJ28669	B29	B30	B31	B32	B33	962					
FRANKFORT KJ	6611215560085	502952	5	A		INDEFF	CJ475214	899	B01	B02	B03							

Surname and Initials	ID Number	Operating Licence						Route										
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11
		501513	3	A		INDEFF	CJ55494	899										
FEDERICKS TJ	7304020096086	501176	7	A		INDEFF	CJ81246	786										
GREEN S	6809065141085	505284	11	A		INDEFF	CJ37806	958										
HEYNS MJ	4703205087088	507775	6	A		INDEFF	CJ72994	B47	B48	B49	B50							
		500714	10	A		INDEFF	CJ18070	B32	962									
HEYNS DW	7101275227089	502276	7	A		INDEFF	CJ29910	899	B01	B02	B03	B03	B05					
HOFFMAN GM	6206065172089	504312	5	A		INDEFF	CJ23199	899	B01	B02	B03	B03	B04					
JOHANNES MP	4411215106084	500956	5	A		INDEFF	CN27346	B21	B22	B23	B24	B25	B26	B27	641			
KLASSE E	43071145145087	508780	3	A		INDEFF	CN19714	B33										
		505242	3	A		INDEFF	CN20480	B33										
		508313	3	A		INDEFF	CN11304	B33										
MADOTYENI HM	7506206183088	503027	13	A		INDEFF	CJ57438	B78										
		508329	7	A		INDEFF	CJ19191	958										
MARS FM	3606175064089	505490	8	A		INDEFF	CJ36244	899	B01	B02	B04	B05						
		504560	3	A		INDEFF	CJ55767	899	B01	B02	B03	B05						
MATTHEWS RM	4009170099086	508586	4	A		INDEFF	CJ30561	B21	B22	B23	B24	B25	B26	B27	641			
NAIDOO GA	7508315185087	507182	13	A		INDEFF	CJ25574	961										
		508218	6	A		INDEFF	CJ80147	641 963										
		504824	9	A		INDEFF	CJ74824	899	B01	B02	B03	B04	B05	B06F				
NTANTISO K	5306265659082	505945	8	A		INDEFF	CJ32972	B02										
RONELLI CA	5403040178080	508118	11	A		INDEFF	CJ25090	961	B46									
ROSS B	5307205117017	505886	8	A		INDEFF	CJ25462	B14	B15	B17	B18							
ROSS SG	3305275089084	505304	3	A		INDEFF	CJ16868	962										
SOLOMON SC	5107100053089	506833	5	A		INDEFF	CJ60427	863										
		504282	8	A		INDEFF	CJ67314	863										
SOLOMON DT	7207095202085	501345	11	A		INDEFF	CJ40705	962										
STURMAN T	5803035100082	508164	5	A		INDEFF	CJ63763	640	B62	B6	B64	B65						

Surname and Initials	ID Number	Operating Licence						Route										
		OL Nr	Issue	Status	Issue Date	Expiration	Vehicle nbr	Route nbr_1	Route nbr_2	Route nbr_3	Route nbr_4	Route nbr_5	Route nbr_6	Route nbr_7	Route nbr_8	Route nbr_9	Route nbr_10	Route nbr_11
VAN HARTE J	5205305128084	502910	8	A		INDEFF	CJ76873	863	B35	B36	B37	B38						
		505839	4	A		INDEFF	CJ45436	863	B35	B36	B37	B38						
VAN NIKERK D	5911245153088	503001	1	A		INDEFF	CJ2925	B29	B30	B31	B32	B33						
VAN WYK SP	6712235266081	505155	11	A		INDEFF	CJ42796	959	B47	B48	B49	B50	B51	B52				
		502683	11	A		INDEFF	CJ15918	899	B01	2	3	4	5					
		503445	8	A		INDEFF	CJ27191	863										
ARENDSE J	7606095108087	500958	3	A		INDEFF	CN11818	863										
		1829277	1	A		INDEFF	CJ61433	863										
BOCKS AC	8409245115089	520157	7	A		INDEFF	CJ36738	B47										
JANTJIES JC	7203290049082	502923	6	A		INDEFF	CJ24634	899	B01	B02	B03	B04	B05	B06				
KHAN S	8207070128080	505809	6	A		INDEFF	CJ75973	B69	B70									
KROUTZ A	6906135080085	508557	7	A		INDEFF	CJ62379	640										
LANDCWDMAN C	8007265152089	517145	10	A		INDEFF	CASEYKWP	B69	B70									
MARTIN FC	6306045109084	506554	4	A		INDEFF	CJ51287	961	B40	B41	B42	B43	B44	B45	B46			
		505495	5	A		INDEFF	CJ82426	961	B40	B41	B42	B43	B44	B45	B46			
MORRIE C	7306265175087	507801	10	A		INDEFF	CJ80669	B35	B38	B37	B38							
MBENENE P	6510010635086	509499	6	A		INDEFF	CN24173	899										
Solomon AR	4608105063081	508566	5	S		INDEFF	CJ61433	863										
STUURMAN	7501185223088	503745	8	A		INDEFF	CJ78653	B69	B70									
GROENEWALD	7009035243082	506637	5	A		INDEFF	CN10240	765										
ADAMS J	6310275135082	503726	6	A		INDEFF	CJ68687	961	B41									
GOCINI Z R	6901255783089	CJ24550	1737109	A		2016/08/31	2	B98	B99									
MBEKUSHE N X	6301018290086	CJ70807	1834105	A		2019/12/31	0	B97										
		CJ71277	1813823	C		2018/04/30	0	803	B98	B99								
NTISA N	6612166103081	CJ61252	1517753	A		2015/10/31	9	B98	B99	A11	A12	I13	I14	644				
		CJ40745	1817217	A		2018/06/30	0	803	B98	B99								
NOBULA S	4910150663082	CJ44731	513735	A		INDEF	6	643	767	A18	O18							

Surname and Initials	ID Number	Operating Licence						Route												
		OL Nr	Issue	Reg No	Status	Issue Date	Expiration	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5	Route Nr_6	Route Nr_7	Route Nr_8	Route Nr_9	Route Nr_10	Route Nr_11	Route Nr_12	Route Nr_13
DIEDERICKS J	5312055030088	1570228	3	CCD9939	A		2015-11-30	686	687	688	689	690	691	692						
		1555376	6	CCD3968	A		2017-05-31	686	687	688	689	690	691	692						
ESAU MA	6705275457081	1811627	0	CCD2992	A		20018/01/31	686												
GOMOMO D	7011265636084	1779830	2	CCD6938	A		2017-05-31	686	944	687	688	689	690	691	692	N52	N35	N36	N37	
FORTUIN A	4310145058086	502552	5	CCD12990	A		INDEF	68	668	768	868	969								
JACOBS AB	5803035053083	1790130	2	CCD1608	A		2018-07-31	686	687	688	689	690	691	692	CHARTER					
		1504898	3	CCD10663	A		INDEF	686	687											
MBINDA T	7606155922088	1779231	2	CCD12981	A		2017-04-30	686	687	688	689	690	691	692	N34	N35	N36	CHARTER		
		1779227	3	CCD6606	A		2017-06-30	686	687	688	689	690	691	692	N34	N35	N36	LEARNER		
NGCONGOLO M	7601085660080	1769392	1	CCD9846	A		2017-07-31	686	687	688	689	690	691	692	N52	N35	N36	N37		
NGESI ZW	5012165663089	1784114	0	CCD1024	A		2015-08-31	686	687	688	689	N36	N37	N52	Charter					
NTSONDWANAN	4303285473082	1787250	0	CCD12774	A		2013-03-31	686												
ROSSOUW A	7204075165085	603199	7	CCD10398	A		INDEF	686												
		6063199	7	CCD7286	A		INDEF	686												
CWDMITH JJJ	6707105079085	1817801	0	CCD14716	A		2018-08-31	686	Q30											
SEPTEMBER RC	7901095055085	1553514	4	CCD8320	A		2015-12-31	686												
		1778275	2	CCD11060	A		2017-02-28	944	686	687	688	689	690	691	692	689	N52	N35	N36	N37
		1779600	2	CCD6698	A		2017-07-31	944	686	687	688	689	690	691	692	689	N52	N35	N36	N37
		1817821	0	CCD13452	A		2016-01-31	SCHOLAR												
SUNDUZA T	5509055719087	504948	8	CCD13393	A		INDEF	686	687	688	689	690	691	692	N34	N35	N36	37		
VISAGIE AA	6612145070088	1784118	4	CCD9836	A		2017-11-30	686	944	687	688	689	690	N52	N35	N36	N37			
		1808174	0	CCD7828	A		2017-10-31	686	N35	N36	N52	Q30								
VISAGIE ER	7311215194089	1730530	2	CCD12408	A		2016-04-30	686	N52	N35	N36	37	687	688	689	690	691	692	CHARTER	

Table 8-5: Operating Licences Witzenberg (Ceres Nduli and Ceres District Taxi Association)

Surname and Initials	ID Number	Operating Licence					Route								
		OL Nr	Issue	Status	Expiration	REG	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5	Route Nr_6	Route Nr_7	Route Nr_8	Route Nr_9
ADOONS S	7906125540089	521887	6	A	INDEF	CT 12110	822	823							
JAFITA N	7111265854405	1787682	2	A	42368.00	CT 5986	H116	K01							
		1800284	1	A	42735.00	CT 8197	K1								
KALO Z	4912275436089	521947	3	A	INDEF	CT 15241	822	823	H16						
		1526074	5	A	30/06/2016	CT 17610	822	H16							
MANJIYA N L	7309145674089	1526067	5	A	30/09/2017	CT 10883	822								
MATWA Z	7709235803086	1748308	3	A	30/06/2015	CT 8750	H16								
		521862	6	A	INDEF	CT 6654	822	823	K01	H16					
		1757990	1	A	30/06/2015	CT 4721	H16								
		1521404	11	A	31/07/2017	CT 2338	822	823	K01	H16					
MBANGULA S S	6408125791086	521891	4	A	INDEF	CT 8149	822	823	H16						
MBANGULA V M	6407135735083	1813217	0	A	2018/03/31	CT 9602	822	823							
MBUQE B	7006265665083	1818293	1	A	2015/12/31	CT 4261	C10	F7	K1	822	823				
MNGOMA B R	6506235767084	522234	5	A	INDEF	CT 7264	822	823							
MOKHUPHI Z	6804135996089	1785239	0	A	42277.00	CT 13394	H16								
		1808751	0	A	43069.00	CA 554865	K1	H16							
MQUNGQUTHU Z F	5803135853085	1783612	2	A	31/07/2015	CT10436	822	823							
		1782054	2	A	31/05/2015	CT 14021	822	823							
MPHUMANTOM N	5607120546087	1787681	0	A	42369.00	CT 4718	822	823							
MZWAKALIM E	5112175216082	521890	7	A	INDEF	CT 1042	L92	L93	L94	L95	L96	L97	L98	L99.M01	
NGWEVELA L M	5510225477085	1731719	5	A	31/05/2015	CT 7693	822	823	H16						
NKAMANE S	5305145467088	506550	9	A	INDEF	CT 17503	822	823							
		516063	4	A	INDEF	CT 8120	K01	M98	M99	J83	J85				
NKAMANI F E	5608185760084	1626708	4	A	30/06/2016	CT 10844	K01								
		521948	7	A	INDEF	CT 18550	K01	823	H16						
NTABATSHILO J	7111295854085	1786512	1	A	28/02/2016	CT 15553	NDULI- NIEUWEDORP								
NTSHWAXU N	7504276030081	1809014	0	A	43069.00	CT 13768	822	823							

Surname and Initials	ID Number	Operating Licence					Route								
		OL Nr	Issue	Status	Expiration	REG	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5	Route Nr_6	Route Nr_7	Route Nr_8	Route Nr_9
PHEZA S E	5503025375088	521889	6	A	INDEF	CT 8059	822	823	H16						
QASHOSHO S M	6301295520080	521861	5	A	INDEF	CT 18588	822	823	H16	K01					
		1509724	9	A	31/05/2017	CT 14929	822	K01							
QHALAQHA M	6309235606083	5219946	6	A	INDEF	CT 5511	822	823							
QHALAQHA	6405235420085	515060	2	A	INDEF		NDULI-DURBAN								
SAWULA	6608015708088	1801050	1	A	42766.00		822	823	F7	C10					
YILIWE	6201056222084	1812180	0	A	43159.00		H16	K1							
AHMED N	7308310224084	1545152	5	A	INDEF	CCM2909	875	876	877	878	D46				
AMA VIEERA	7304065446188	503498	8	A	INDEF	CT6554	898	63	CHRT	H72	H73	H74	H75	H76	
ALEXANDER JP	7601235149083	506323	9	A	INDEF	CT1515	898	H74	H73	H74	H75	H76			
		506837	11	A	INDEF	CT11464	898	F07	H72	H73	H74	H75	H76		
APOLLIS I	6509265082085	504859	16	A	INDEF	CT12565	898								
		506642	11	A	INDEF	CT9562	C10	898							
ARAUJO V	7304065446188	503498	8	A	INDEF	CT6554	898								
		508402	7	A	INDEF	CT6768	898								
		515757	7	A	INDEF	CT18531	898								
BHEKEWENI ZP	6306015816080	1783719	2	A	38564.00	CT16948	H72	H73	H74	H75	H76				
BUSAKWE J	6801076031082	1795315	0	A	42674.00	CT6923	H72	H73	H74	H75	H76				
W BARRY	6002155074081	1789732	0	A	31.05.2016	CCM2759	875	876	877	878					
D BEZUIDENHOUT	6004295209080	1662736	4	A	30.11.2015	CT12845	C10	D66	D67	CHRT					
J ERACWDMUS	6705165613082	1671627	0	C	40147.00	CCM2241	N53	G45	G43						
FILANDER J	6012255087016	516841	6	A	INDEF	CFA1868	G47	G48	G49	G50	G50	G51	G52		
FILANDER P	3809225066084	500382	5	A	INDEF	CFA1203	G33	G47	G48	G49	G50	G51	G52		
		1559180	4	A	42613.00	CFA1971	SEDAN WOLSELEY								
		1783386	0	A	42216.00	CFA3027	G33	G47	G48	G49	G50	G51	G52		
FILANDER J	6202090184082	516841	6	A	INDEF	CFA1868	G47	G48	G49	G50	G50	G51	G52		
FRANCWDMAN WJ	7809275121082	505800	7	A	INDEF	CT18846	898	H72	H73	H74	H75	H76	63	CHRT	
J FORTUIN	4302285088015	505228	2	A	INDEF	CCM2240	875	876	877	878					

Surname and Initials	ID Number	Operating Licence					Route								
		OL Nr	Issue	Status	Expiration	REG	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5	Route Nr_6	Route Nr_7	Route Nr_8	Route Nr_9
A MARS	7801110200080	505135	8	A	INDEF	CT12445	898	63	CHRT						
		1790515	1	A	INDEF	CT12445	Q99	1	2	J85					
T MATROSE	5912295853080	501155	3	A	INDEF	CT1049	H72	H73							
MAGAGA RS	6812256293087	1528643	8	A	42947.00	CT8019	C10	J85							
MOKONENG E	7301165637088	1612207	6	A	42277.00	TISETSO WP	H72	H73							
		1731693	4	A	42735.00	CT2109	J85								
M MOOROSI	8109111168085	1782234	3	A	31.MAY.2017	CT19330	C10								
MALEKA EM	6001145249084	1806031	3	A	2015.10.31	CT16253	Q99	1	2	J85					
P F MATWELA	6908126077088	1723219	3	A	2015.10.31	CT5481	H72	H73	H74	H75	H76				
		1808349	0	D	2017.10.31	CT8146	Q99	1	2	J85					
		1785686	0	A	2016.01.31	CT17400	Q99	1	2	J85					
MWEZA TJ	7201156358084	503325	8	A	INDEF	CT4866	D56	D66	D67						
MBANGENI S	8212246362084	1808290	1	A	2017.10.31	CT6099	Q99	1	2	J85					
B MZISI	6803201112084	1792096	0	A	2016.08.31	CT15238	CHRT								
MGOGODLANA B	6404156168088	1806461	2	A	2017.07.31	CT15765	1	2	J85						
P MATIWANE	6803037687085	1814233	1	A	2018.05.11	CT13563	Q99	1	2	J85					
PHUPHUMA M	6603275776081	1724335	6	A	31.01.2016	CT14650	H72	H73							
SEPTEMBER DJ	3909065059080	504082	4	A	INDEF	CFA2741	FORTUIN								
		504083	3	A	INDEF	CFA2848	G33	G47	G48	G49	G50	G51	G52		
		505137	1	A	INDEF	CFA1027	ORGANISED PARTIES								
SEPTEMBER PD	5011055036083	505800	7	A	INDEF	CT18845	898								
STONGA EV	5410170765081	501909	6	A	INDEF	CT14875	D66	D67							
		1669124	3	A	42978.00	CT16605	D65	D66	D67						
		507125	3	A	INDEF	CT14477	D65	D66	D67						
SWARTZ L C	8104015062088	506611	11	A	INDEF	CT18919	898	H72	H73	H74	H75	H76	63	CHRT	
		516246	10	A	INDEF	CT15393	898	H72	H73	H74	H75	63	J85	CHRT	
SKIPPERS N	6911265161085	502956	7	A	INDEF	CT18798	898	63	CHRT						
SKIPPERS J	5104075144019	1796438	0	C	2016.10.2016	CT2704	H72	H73	H74	H75	H76				

Surname and Initials	ID Number	Operating Licence					Route								
		OL Nr	Issue	Status	Expiration	REG	Route Nr_1	Route Nr_2	Route Nr_3	Route Nr_4	Route Nr_5	Route Nr_6	Route Nr_7	Route Nr_8	Route Nr_9
SKROTZ J	6207085246085	1784633	1	A	30.09.2015	CT2087	D65	D66	D67						
		506611	11	A	INDEF	CT8919	898	H72	H73	H74	H75				
SONDLULASHE M	7905055847084	1801814	3	A	2015.12.31	CCM3204	G42	G43	G44	G45	N53	875	876	877	
TYHOBEKA A	760115555086	1807898	1	C	2017.09.31	CT13413	Q99	1	2	J85					
TOM MELUSI	8609136142080	1790217	0	A	2016.06.30	CT2637	Q99	1	2	J85					
T QOYI	8008056167088	1809220	2	A	2017.11.31	CT11643	Q99	1	2	J85					
VAN ROOYEN T	5807185149088	501155	3	A	INDEF	CT10249	H72	H73							
VAN DER ROSS R	7602015109081	500663	4	A	INDEF	CTI7579	898	CHRT							
VAN WYK C	4509155137082	500304	2	A	INDEF	CT16327	D66	D67							
		500594	2	A	INDEF	CT16124	D65	D66	D67						
		500303	2	A	INDEF	CT13314	D65	D66	D67						
VERGOTINE MJ	5507205056087	505135	7	A	INDEF	CT8199	898								
VERGOTINE SD	4911155063088	504672	7	A	INDEF	CT1853	898								
		500087	10	A	INDEF	CT8180	898								
A WILLIAMS	6702175228084	1807832	1	A	30.07.2017	CCM3280	G43	G44	G45	875	876	877	878	CHRT	
ZENGETWA EN	6906135758086	521749	6	A	INDEF	CFA2290	K96	H97	G49	G50	G51	G47	K98		
ZENGETWA SN	7501030832083	521695	10	A	INDEF	CA1745	K99	K98	G47	Q82	Q83				
RACWDMENI	6906036210088	1792501	3	A	42613.00	CT11103	H72	H73	H74	H75	H76	J85	T77		

ANNEXURE “B”: Operating Licence Requirements and Route Capacities

Table 8-6: Breede Valley: Operating Licence Requirements and Route Capacities

A	B	C	D		E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Route Information					Data from Surveys					Service Capacity				Operating Licence Requirements					
Town	Route Number	Rank	Route Name	Route Length (km one way)	Period	No. of Vehicle Trips from Number Plate Survey	No. of Peak Hour Passengers from Surveys	No. of Vehicles on Route from Number Plate Survey	Vehicle Capacity	Average Return Journey Time inc. stops and turnaround (20%) - min.	Service Capacity (=FxI)	% Utilisation (=G/K)	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Vehicles Operating with OL's (from Number Plate Surveys)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's) (= N-M)	Actual OL's Issued	Over / Under Supply (Based on Actual OL's Issued) (= P-M)	No. Vehicles without OL's (= H-N)	Over / Under Supply (Based on Survey Including Veh. w/o OL's) (= H-M)
Worcester	764, H77, H78, N33	U Save	De Doorns - Worcester	37	09:30 - 10:30 (Saturday)	7	69	7	15	67	105	66%	6	1	-5	37	31	6	1
Worcester	834	Spar	Touwsriver - Worcester	78	09:30 - 10:30 (Saturday)	1	12	1	15	119	15	80%	2	0	-2	5	3	1	-1

Table 8-7: Drakenstein: Operating Licence Requirements and Route Capacities

A	B	C	D		E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Route Information					Data from Surveys					Service Capacity				Operating Licence Requirements					
Town	Route Number	Rank	Route Name	Route Length (km one way)	Period	No. of Vehicle Trips from Number Plate Survey	No. of Peak Hour Passengers from Surveys	No. of Vehicles on Route from Number Plate Survey	Vehicle Capacity	Average Return Journey Time inc. stops and turnaround (20%) - min.	Service Capacity (=F x I)	% Utilisation (=G/K)	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Vehicles Operating with OL's (from Number Plate Surveys)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's) (= N-M)	Actual OL's Issued	Over / Under Supply (Based on Actual OL's Issued) (= P-M)	No. Vehicles without OL's (= H-N)	Over / Under Supply (Based on Survey Including Veh. w/o OL's) (= H-M)
Paarl	786, 899	Amstelhof	Shoprite A	4	11:00 - 12:00 (Saturday)	13	169	12	15	21	195	87%	4	4	0	26	22	8	8
Paarl	B23, B25, B26, 963, 641	Chicago	Shoprite A	13	16:30 - 17:30	5	56	5	15	15	75	75%	1	2	1	34	33	3	4
Paarl	786, 899	Huguenot	Amstelhof	3	16:30 - 17:30	2	28	2	15	6	30	93%	1	2	1	26	25	0	1
Paarl	B23, B25, B26, 963, 641	Huguenot	Nederberg via Chicago	5	16:30 - 17:30	3	42	3	15	14	45	93%	1	1	0	34	33	2	2
Paarl	803,767,H 93, H94, H95, 993, B98, B99	Shoprite B	Mbekweni	14	16:30 - 17:30	24	371	24	15	12	360	103%	5	0	-5	158	153	24	19
Paarl	943, 970	Shoprite B	Wellington	15	16:30 - 17:30	19	277	19	15	35	285	97%	11	15	4	141	130	4	8
Wellington	943, 970	Wellington	Paarl	12	16:15 - 17:15	32	480	31	15	24	480	100%	13	26	13	141	128	5	18
Paarl	803,767,H 93, H94, H95, 993, B98, B99	Huguenot	Mbekweni	7	16:30 - 17:30	1	14	1	15	12	15	93%	1	0	-1	158	157	1	0
Paarl	803,767,H 93, H94, H95, 993, B98, B99	Huguenot	Paarl	7	16:30 - 17:30	5	84	5	15	12	75	112%	2	1	-1	158	156	4	3
Paarl	B23, B25, B26, 963, 641	Huguenot	Chicago	4	16:30 - 17:30	2	28	2	15	14	30	93%	1	1	0	34	33	1	1

A	B	C	D		E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Route Information					Data from Surveys					Service Capacity				Operating Licence Requirements					
Town	Route Number	Rank	Route Name	Route Length (km one way)	Period	No. of Vehicle Trips from Number Plate Survey	No. of Peak Hour Passengers from Surveys	No. of Vehicles on Route from Number Plate Survey	Vehicle Capacity	Average Return Journey Time inc. stops and turnaround (20%) - min.	Service Capacity (=F x I)	% Utilisation (=G/K)	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Vehicles Operating with OL's (from Number Plate Surveys)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's) (= N-M)	Actual OL's Issued	Over / Under Supply (Based on Actual OL's Issued) (= P-M)	No. Vehicles without OL's (= H-N)	Over / Under Supply (Based on Survey Including Veh. w/o OL's) (= H-M)
Paarl	803,767,H93, H94, H95, 993, B98, B99	Shoprite A	Mbekweni	11	11:00 - 12:00 (Saturday)	9	143	9	15	23	135	106%	4	0	-4	158	154	9	5
Paarl	958, B12	Shoprite A	Nederburg	6	16:30 - 17:30	9	132	9	15	15	135	98%	3	3	0	11	8	6	6

Table 8-8: Langeberg: Operating Licence Requirements and Route Capacities

A	B	C	D		E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Route Information					Data from Surveys					Service Capacity				Operating Licence Requirements					
Town	Route Number	Rank	Route Name	Route Length (km one way)	Period	No. of Vehicle Trips from Number Plate Survey	No. of Peak Hour Passengers from Surveys	No. of Vehicles on Route from Number Plate Survey	Vehicle Capacity	Average Return Journey Time inc. stops and turnaround (20%) - min.	Service Capacity (=Fxl)	% Utilisation (=G/K)	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Vehicles Operating with OL's (from Number Plate Surveys)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's) (= N-M)	Actual OL's Issued	Over / Under Supply (Based on Actual OL's Issued) (= P-M)	No. Vehicles without OL's (= H-N)	Over / Under Supply (Based on Survey Including Veh. w/o OL's) (= H-M)
Robertson	686	Shoprite	Robertson - Robertson	8	16:30 - 17:30	4	53	3	15	6	60	88%	1	3	2	35	34	0	2
Bonnievale	N37	Bonnievale : Multisave	Robertson - Bonnievale	21	11:00 - 12:00	1	1	1	15	202	15	7%	1	0	-1	15	14	1	0
Robertson	N34	SAPS	Robertson - Bellville	136					15	1306	0	0	0		0	4	4	0	0
Robertson	N35	Pick n Pay	Robertson - Ashton	16	11:00 - 12:00	7	53	7	15	33	105	50%	2	0	-2	18	16	7	5
Ashton	968	Multisave	Ashton Multisave	16	07:00 - 08:00	2	17	2	15	14	30	57%	1	0	-1		-1	2	1
Montagu	725	Montagu Bad St	Montagu - Ashbury	9	16:30 - 17:30	7	96	7	15	11	105	91%	2	4	2	15	13	3	5
Robertson	686	Pick n Pay Nqubela	Robertson - Robertson	4	10:00 - 11:00	9	20	9	15	20	135	15%	1		-1	35	34	9	8

Table 8-9: Witzenberg: Operating Licence Requirements and Route Capacities

A	B	C	D		E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S
Route Information					Data from Surveys					Service Capacity				Operating Licence Requirements					
Town	Route Number	Rank	Route Name	Route Length (km one way)	Period	No. of Vehicle Trips from Number Plate Survey	No. of Peak Hour Passengers from Surveys	No. of Vehicles on Route from Number Plate Survey	Vehicle Capacity	Average Return Journey Time inc. stops and turnaround (20%) - min.	Service Capacity (=Fxl)	% Utilisation (=G/K)	Required Vehicles With OLS (Weekday) (Based on Journey Time)	Vehicles Operating with OL's (from Number Plate Surveys)	Over / Under Supply (Based on Survey Excluding Veh. w/o OL's) (= N-M)	Actual OL's Issued	Over / Under Supply (Based on Actual OL's Issued) (= P-M)	No. Vehicles without OL's (= H-N)	Over / Under Supply (Based on Survey Including Veh. w/o OL's) (= H-M)
Wolseley	G47	Wolseley	Wolseley - ceres	16	06:00 - 07:00	1	15	1	15	154	15	100%	3	0	-3	8	5	1	-2
Ceres	898	Bella Vista	Ceres - bella vista	4	16:30 - 17:30	21	294	17	15	38	315	93%	13	15	2	36	23	2	4
Ceres	822, 823, H16	Ceres/ Nduli Rank	Nduli - ceres	7	16:30 - 17:30	22	208	19	15	67	330	63%	16	0	-16	54	38	19	3
Ceres	D66	Vos Street Rank	Prince alfred hamlet - ceres	9	16:30 - 17:30	3	40	3	15	78	45	89%	4	3	-1	9	5	0	-1
Ceres	No route code in PRE database	Vos Street Rank	Ceres - Bokkeveld		16:30 - 17:30	2	14	2	15	116	30	47%	2	0	-2		-2	2	0
Tulbagh	877	Tulbagh (van der Stel)	Tulbagh - Tulbagh Farms	20	16:30 - 17:30	1	16	1	15	192	15	107%	4	0	-4	9	5	1	-3
Tulbagh	875, 878	Tulbagh (van der Stel)	Tulbagh - Tulbagh	8	16:30 - 17:30	3	47	3	15	77	No Data	No Data	No Data	2	No Data	17	No Data	No Data	No Data