

PARLIAMENT OF THE PROVINCE OF THE WESTERN CAPE

WRITTEN REPLY

13 June 2025

11. Prof N Mbombo to ask Mr I M Sileku, Minister of Mobility:

In the light of the critical role of the minibus taxi industry in public transport and the need for ongoing regulation and enforcement:

(a)(i) How many operating licenses have been allocated in each municipality within the province, (ii) how many of those operating licenses are currently active and in good standing per municipality,

(b) what is the current level of demand for taxi operating licenses in the province, (i) in terms of the number of applications received per year versus (ii) the number of licences the Provincial Regulatory Entity (PRE) is able to issue,

(c) how many provincial fines have been issued to minibus taxi operators in the past 12 months,

(d) how many arrests have been made under provincial traffic enforcement linked to taxi-related offences over the same period,

(e) how many taxis have been impounded under the authority of the Provincial Traffic Services during this period and

(f) what are the typical offences or reasons that lead to these provincial-level fines, arrests, or impoundments?

Response

11(a)(i) I want to agree that the minibus-taxi industry is an important part of the public transport ecosystem. This demand-responsive mode plays a vital role in allowing residents of the province to participate in the economy and also to access other educational and social opportunities. At present, this mode transports the bulk of our residents in the Western Cape.

The challenges associated with the minibus-taxi industry is also well-documented and a matter of public record. Overtrading and associated route invasions have been identified as one of the key reasons for the conflict

and instability in the taxi industry in the Western Cape. Associations constantly go out on recruitment drives to recruit new members in excess of passenger demand.

It is important to point out that the need for the service must be demonstrated. Municipal public transport planning is an exclusive local government responsibility/function as listed in part B or Schedule 4 and 5 of the Constitution. In terms of section 36 of the NLTA, each planning authority must produce an Integrated Transport Plan ("ITP") for its area. The ITP sets out the policies of the municipality in respect of public transport services. As part of the production of the ITP, the municipality must design the routes to be operated by non-contracted services and indicate the demand for such services.

All applications for operating licences must be referred to the affected municipality for directions based on the ITP for the area. If the ITP has not been produced or updated, the municipality must base its directions on investigations and inquiries carried out by it. In disposing of such applications for operating licences, the Provincial Regulatory Entity ("PRE") must act according to and must not grant an operating licence contrary to the directions of the municipality and the ITP for the area.

In total there are 16998 unique operating licences authorising minibus-taxi type services in the Western Cape. Some of these operating licences may specify routes covering more than one municipal area in the Western Cape.

Annexure 1 shows the total number of active operating licences (conferring authority to provide minibus-taxi type services) per municipal area.

11(a)(ii) This question falls outside of purview of the Department of Mobility and should be posed to the local sphere of government. The operating licences shown in Annexure 1 are all active in the Public Transport Regulation System. These are therefore valid/legitimate operating licences. As part of the update of the ITP, the municipality will conduct surveys on all routes and at all minibus-taxi ranks. When this data is analysed, the municipality will be able to determine if the specified vehicle was providing the services authorised by the operating licence. If not, the PRE will be requested to investigate the matter and to follow a process to cancel operating licences that are not in use.

11(b)(i) In terms of the National Land Transport Act and associated regulations, the PRE must dispose of all applications for operating licences. Regulation 8(1) of the National Land Transport Regulations (2009) stipulates that members of

the PRE must meet often enough to enable them to process applications within no more than 60 days of receipt of the application.

As mentioned, the municipality determines the number of vehicles that are required on each route to accommodate passenger demand. Legally, the PRE cannot prevent an operator from applying for an operating licence. However, where the public transport requirements on a particular route or in a particular area are already adequately serviced by existing public transport services of a similar nature, standard or quality, the municipality will direct the PRE to refuse the application. The PRE are bound by such directives.

The table below shows the total number of applications for public transport operating licences received by the PRE for selected years as well as the average processing time. This processing period is calculated from the date payment is made until the PRE communicates its decision. Not all of these applications were granted.

Year	No. of MBT applications received	Average turn-around time
2020	316	53.5
2021	2418	83.2
2022	3396	53.6
2023	6149	49.5
2024	4003	47.2

11(b)(ii) The table below shows the total number of applications received by the PRE for selected years and the total number of these applications that were granted by the Western Cape PRE. Please note that these approvals are based on the directives of municipalities.

Year	No. of MBT applications received	Number of MBT applications granted	% applications granted
2020	316	290	92%
2021	2418	2236	92%
2022	3396	3214	95%
2023	6149	5103	83%

2024	4003	3017	75%
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11(c) Over the past financial year a total of 14 525 provincial fines were issued to minibus taxis for various offences.

11(d) A total of 376 arrests were effected under provincial traffic.

11(e) A total of 1 070 minibus taxis were impounded.

11(f) The offences that lead to:

Provincial Fines

Provincial fines were issued for a wide range of traffic offences:

- Cell phone use while driving
- Contrary to license or permit conditions
- Driving without a valid or expired driver's license
- Reckless behaviours such as inconsiderate driving, improper overtaking, and driving against traffic
- Vehicle-related offences include defective or unauthorized lamps, and malfunctioning entry/exit doors
- Failure to display required license discs or number plates and obscured or improperly affixed number plates
- Unroadworthiness
- Missing or invalid operating licenses and permits,
- Unsecured seats
- Lack of fire extinguishers
- Improper vehicle markings
- Non-compliance with load regulations / overloading
- Failure to wear seatbelts or ensuring that passengers wear seatbelts
- Speeding
- Tyre defects
- Moving violations and failure to comply with traffic signals and stop signs
- Discontinue notices

Provincial Arrests

- Drunk Driving
- Reckless and Negligent driving
- Fraudulent Documentation
- Speed
- Overload of goods and passengers
- Undocumented persons (driver)
- Bribery
- Dealing in illegal substances (Khat and Dagga)
- Fail to comply with lawful order or furnish information to authorised officer
- Non-compliance with the provisions of the code of conduct for operators
- Inconsiderate driving
- Induces, obstructs or hinders an authorized officer
- Possession of illegal substances (Dagga, Mandrax tablets, Khat)
- Possession of stolen property (Copper cables)
- Undocumented persons arrested in the taxi

- Unlawful possession of ammunition

Provincial Impoundments

- No operating license or permit
- Contrary to operating license or permit
- Unroadworthiness
- Fraudulent permit
- Court interdict of 2022

Annexure 1 – Number of active minibus-taxi operating licences per municipal area

Municipality	MBT operating licences
Beaufort West	58
Bergrivier	123
Bitou	196
Breede Valley	521
Cape Agulhas	38
Cederberg	80
City of Cape Town	12743
Drakenstein	426
George	346
Hessequa	65
Kannaland	64
Knysna	440
Laingsburg	1
Langeberg	121
Matzikama	148
Mossel Bay	1103
Oudtshoorn	192
Overstrand	199
Prince Albert	13
Saldanha Bay	298
Stellenbosch	305
Swartland	208
Swellendam	67
Theewaterskloof	331
Witzenberg	133