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GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. 300

26 February 2003

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

INTEGRATED TRANSPORT PLAN: MINIMUM REQUIREMENTS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT.

In terms of section 27(3) of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), I, Abdulah Mohamed Omar, Minister of Transport, in consultation with the relevant MECs, have made the requirements contained in the Schedule.

Abdulah Mohamed Omar
MINISTER OF TRANSPORT

SCHEDULE

MINIMUM REQUIREMENTS FOR PREPARATION OF INTEGRATED TRANSPORT PLANS

. Arrangement of Requirements

1. Definitions
2. Purpose of requirements
3. Principles for preparing integrated transport plans
4. Date for completion
5. Process for completion and approval by MEC
6. Process for submission to Minister
7. Minimum contents of integrated transport plans

1. Definitions

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

"Act" means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) as amended by the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001);

"facilities" means ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport;

"CPTR" means a current public transport record;

"OLS" means an operating licence strategy;

"RATPLAN" means a rationalisation plan;

"PLTF" means a provincial land transport framework;

"PTP" means a public transport plan;

"ITP" means an integrated transport plan;

"route" means the roads or railway lines that are traversed by a vehicle or train from point of origin to point of final destination or, in the case of road-based transport, where no roads are clearly demarcated, the route followed by the particular vehicle as described with reference to landmarks or beacons;

"services" means public transport services;

Purpose of Requirements

2. The ITP prepared by municipalities must comply with the requirements set out in these requirements.

District and Local Municipalities

3. (1) Each district municipality required by the MEC to prepare an ITP for its entire area, must prepare such an ITP, but this will not prevent

an agreement that the relevant local municipalities will assist with such preparation, provided that the agreement is permissible in terms of applicable local government legislation.

(2) ITPs must not be prepared at both district and local level as this will lead to duplication. Thus only one ITP is required for any particular geographical area.

(3) Where the ITP for part of the area of a district municipality is prepared by a local municipality in terms of an agreement contemplated in 5.1, it is still the responsibility of the district municipality to ensure that the entire area is covered and to submit the total ITP to the MEC in terms of section 23(5) of the Act, and to the Minister in terms of section 28 of the Act.

Principles for preparing integrated transport plans

4. (1) In addition to the principles stated in the Act, the following principles apply to the preparation of ITPs —
- (a) plans must pay due attention to the development of rural areas; and
 - (b) transport for special categories of passengers must receive specific attention.
- (2) The development of the ITP must take cognisance of the fact that rail is currently a national competency until devolved in terms of section 28 of the Act, and subsidised bus services is a provincial competency until devolved to transport authorities in terms of section 10(13)(f) of the Act.
- (3) The ITP must be synchronised with other planning initiatives and it must indicate how it is integrated into the municipal integrated development plans, the land development objective processes and the municipal budgeting process.
- (4) The preparation of the ITP must include the consultation and participation of interested and affected parties required for the

preparation of Integrated Development Plans in terms of chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000).

Date for submission of plan

5. (1) The ITP must be prepared by the date determined by the MEC in terms of section 27(1).
- (2) After date of submission of the ITP the MEC must determine the date for the submission of the subsequent ITP in terms of section 27(1).

Process for preparation and approval by MEC

6. (1) After the date of publication of these requirements, but not later than the date mentioned in regulation 5(1), every transport authority and core city, and every municipality required to do so by the MEC, must complete its ITP, consisting of at least the matters set out in section 7.
- (2) On completion off the ITP, the planning authority which prepared it must submit it to the MEC in terms of section 27(4) of the Act and, if it has rail commuter components, also to the Minister under section 28 thereof.
- (3) If the Minister is of the opinion that the ITP does not deal adequately with the situation relating to commuter rail, or that it has not been prepared correctly or completely according to the Act or these Requirements, he or she may request the planning authority to adjust the plan, and the planning authority must comply with such a request forthwith.

Minimum contents of integrated transport plans

7. In addition to the requirements of the Act, the ITP must contain at least the minimum information as set out below.



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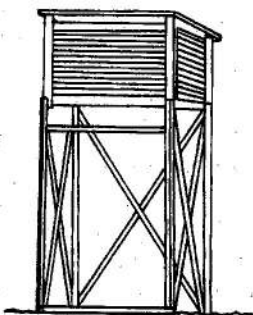
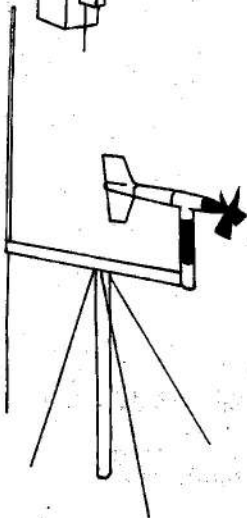
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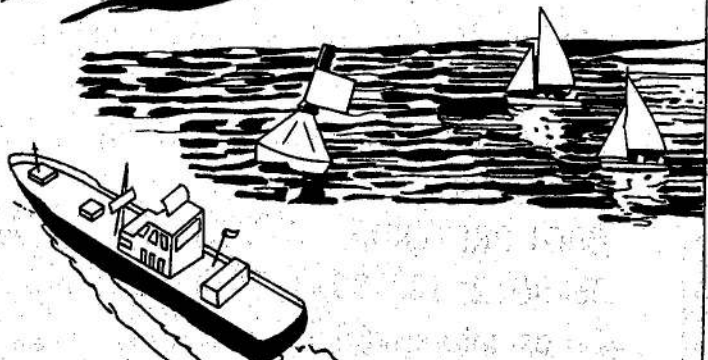
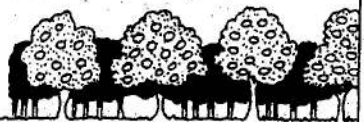
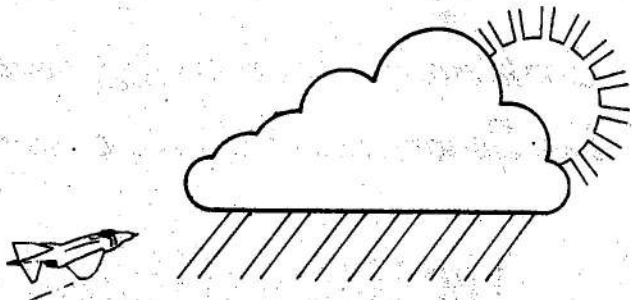
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GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT

No. 301

26 February 2003

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

OPERATING LICENCE STRATEGY: MINIMUM REQUIREMENTS IN TERMS OF THE NATIONAL LAND TRANSPORT TRANSITION ACT, 2000

In terms of section 24(3) of the National Land Transport Transition Act, 2000 (Act No. 22 of 2000), I, Abdulah Mohamed Omar, Minister of Transport, in consultation with the relevant MECs, have made the requirements contained in the Schedule.

Abdulah Mohamed Omar
MINISTER OF TRANSPORT

SCHEDULE

MINIMUM REQUIREMENTS FOR PREPARATION OF OPERATING LICENCES STRATEGIES

Arrangement of Requirements

1. Definitions
2. Purpose of requirements
3. Principles for preparing operating licences strategies
4. Date for completion
5. Process for completion and approval by MEC
6. Process for submission to Minister
7. Minimum contents of operating licences strategies

1. Definitions

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

"Act" means the National Land Transport Transition Act, 2000 (Act No. 22 of 2000) as amended by the National Land Transport Transition Amendment Act, 2001 (Act No. 31 of 2001);

"facilities" means ranks, terminals, stations, holding areas, informal taxi ranks and holding areas and major boarding points in rural areas, for road and rail based public transport;

"CPTR" means a current public transport record;

"OLS" means an operating licence strategy;

"PLTF" means a provincial land transport framework;

"route" means the roads or railway lines that are traversed by a vehicle or train from point of origin to point of final destination or, in the case of road-based transport, where no roads are clearly demarcated, the route followed by the particular vehicle as described with reference to landmarks or beacons;

"services" means public transport services;

Purpose of Requirements

2. (1) The OLS prepared by planning authorities must comply with these minimum requirements.
- (2) In interpreting these requirements municipalities should refer to the OLS guideline, which is available from the National Department of Transport.
- (3) Where there is a conflict between these requirements and the guideline, these requirements prevail.

District and Local Municipalities

3. (1) Each district municipality that is a planning authority is responsible to prepare a OLS for its entire area, but this will not prevent an agreement that the relevant local municipalities will assist with such preparation, provided that the agreement is permissible in terms of applicable local government legislation.
- (2) OLSs must not be prepared at both district and local level as this will lead to duplication. Thus only one OLS is required for any particular geographical area.
- (3) Where the OLS for part of the area of a district municipality is prepared by a local municipality in terms of an agreement contemplated in (1), it is still the responsibility of the district municipality to ensure that the entire area is covered and to submit the total OLS to the MEC in terms of section 24(4) of the Act, and to the Minister in terms of section 28 of the Act.

Principles for preparing operating licences strategies

4. (1) In addition to the principles stated in the Act, the following principles apply to the preparation of OLSs—
 - (a) plans must pay due attention to the development of rural areas; and
 - (b) transport for special categories of passengers must receive specific attention.
- (2) The OLS must be synchronised with other planning initiatives and it must indicate how it is integrated into municipal integrated development plans, the land development objective processes and the municipal budgeting process.
- (3) The OLS must provide guidance to the operating licencing board

in disposing of applications for operating licences with particular reference to the matters referred to in Section 24(2) of the Act as follows:

- (a) the role of each public transport mode and identification of the preferred road-based mode or modes with regard to its area, including transport into or from the areas of other planning authorities, and inter-provincial transport;
- (b) the circumstances in which operating licences or permits authorising the operation of public transport within any part of its area, should be allowed;
- (c) the use of public transport facilities within its area;
- (d) the avoidance of wasteful competition between transport operators;
- (e) the conclusion of commercial service contracts for unsubsidised public transport services; and
- (f) the conditions which should be imposed by the board in respect of operating licences.

(4) The preparation of the OLS must include the consultation and participation of interested and affected parties required for the preparation of Integrated Development Plans in terms of chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000).

Date for submission of plan

5. (1) The OLS must be prepared two months of completion of the planning authority's current public transport record, or by a date determined by the MEC in terms of section 24(5) of the Act.
- (2) Operating Licence Strategies must be updated on a continuous basis and consolidated at least once a year, within two months of completing the CPTRs or by a date determined by the MEC in terms of Section 24(5) of the Act.



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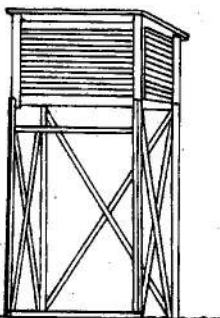
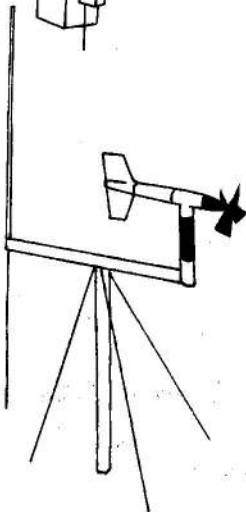
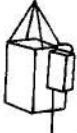
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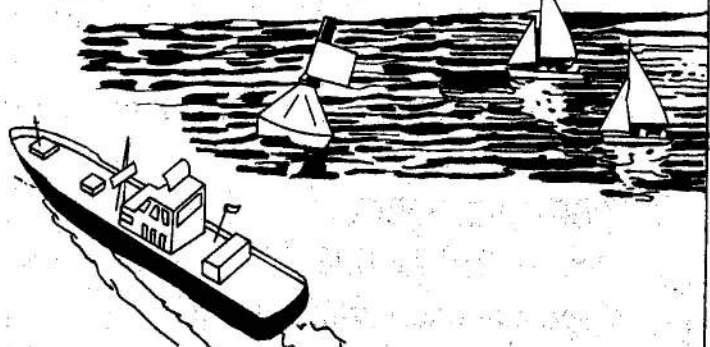
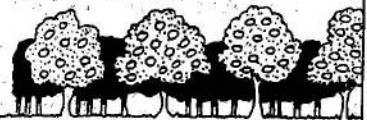
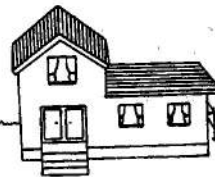
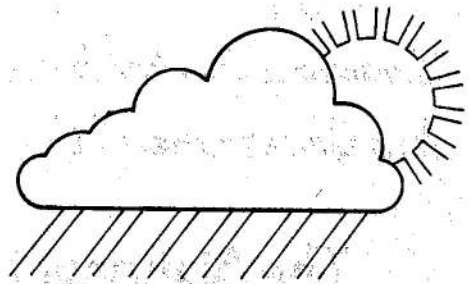
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