



Northern Cape  
Provincial Legislature

**PORTFOLIO COMMITTEE  
ON TRANSPORT, SAFETY &  
LIAISON and ROADS & PUBLIC  
WORKS**

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Honourable T Modise  
Chairperson – NCOP

**FINAL MANDATE**

Name of the Bill: **Administrative Adjudication of Road Traffic Offences  
Amendment Bill**

Number of the Bill: **[B38B-2015]**

Date of deliberation: **23 October 2018**

Vote of the Legislature: **Administrative Adjudication of Road Traffic Offences  
Amendment Bill [B38B-2015]**

  
Signature:  
**Hon K Mmoiemang**  
**SPEAKER**

Date: **2018 -10- 23**



**PORTFOLIO COMMITTEE ON TRANSPORT, SAFETY & LIAISON  
and ROADS & PUBLIC WORKS**

**FINAL MANDATE ON THE ADMINISTRATIVE ADJUDICATION  
OF ROAD TRAFFIC OFFENCES AMENDMENT BILL**

**BILL [B38B-2015]**

**1. INTRODUCTION**

The Chairperson of the Portfolio Committee on Transport, Safety, Liaison & Land Roads & Public Works Hon M Manopole tables the Committee's draft Report on the Administrative Adjudication of Road Traffic Offences Amendment Bill [B38B-2015], as adopted by the Portfolio Committee on 23 October 2018.

**2. PROCESS FOLLOWED**

- 2.1 The Speaker of the Northern Cape Provincial Legislature has on receipt of the Bill referred the Administrative Adjudication of Road Traffic Offences Amendment Bill, 2015 to the Portfolio Committee on Transport, Safety & Liaison and Roads & Public Works.
- 2.2 On the 29<sup>th</sup> May 2018, the Portfolio Committee received a briefing on the Bill by Mr. Makgatho, from the National Department of Transport accompanied by other officials from the RTIA, as well the provincial Permanent Delegate Hon Faber.
- 2.3 The Portfolio Committee resolved to engage in public hearings in all the five (5) regions of the Province on the 31 May -1 June 2018 and 06 June 2018.

**3. INPUTS FROM THE STAKEHOLDERS/ PUBLIC**

- The Department of Transport should advocate for traffic officers specifically for taxi drivers.
- There is concern on the 32 days' period of the enforcement order, that is just too little. The time period should be extended to avoid penalties and fees.
- More regulations be put in place to restrain drivers who deliberately drive with suspended licenses.

- Moving the administration of traffic fines to the entity from the courts will increase corruption and make communities poorer.
- There is concern from the communities whether the SMSs will reach the intended recipients.
- The demerit system and the paying of fines disadvantages the road users.

#### 4. WRITTEN INPUTS ON THE BILL

Written input from COSATU was received. They reject the bill in total because to them it impoverishes the people even more. Refer to attached.

#### 5. COMMITTEE INPUTS ON THE BILL

##### The Committee inputs:

- The Department of Transport must extensively consult to avoid future litigations.
- A transitional budget should be availed to ensure a smooth transition to the new system.
- The Bill does not address the current challenges that road users are encountering.
- The Department of Transport should finalize research on the road user behaviour and fatalities, to ensure safety on the roads broadly.
- Departments should avoid the establishment of entities, especially where we currently have so many failing and non-functional entities.

After thorough deliberation, Portfolio Committee on Transport, Safety & Liaison and Roads & Public Works the Committee supports the Bill.

#### 6. COMMITTEE ADOPTION OF THE BILL

The Committee adopted this Final Mandate duly signed by the Chairperson of the Committee, Hon M Manopole.

The Committee recommends to the House to mandate the Permanent Delegates to participate in deliberations at the Final Mandate meeting and to vote in favour of the Bill.



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**COMMITTEE CHAIRPERSON**  
**HON GM Manopole**

2018 -10- 23