



transport

Department:  
Transport  
REPUBLIC OF SOUTH AFRICA



## **NATIONAL TAXI LEKGOTLA 2020 DECLARATION**

We, the delegates at the National Taxi Lekgotla, gathered at Birchwood Hotel in Ekurhuleni, representing the taxi industry and all its sub-sectors, government and various organs of civil society, having NOTED THAT:

1. The National Taxi Task Team Final Recommendations remain relevant as a blueprint for a taxi industry that is formalised, effectively regulated and empowered to grow and sustain its business;
2. Unity remains a challenge in the taxi industry, and achieving such unity will play a pivotal role in ensuring peace and a safe environment for commuters, drivers and other road users.
3. The significance of the historical processes since the advent of democracy which led to the establishment of and the recognition by government of the South African National Taxi Council (SANTACO) as an apex industry representative body;
4. The taxi industry continues to operate in the fringes of the formal economy with limited benefit from the industries it supports through its massive buying power;
5. Regulation of the industry remains weak and fragmented and enforcement of the law further undermined by public servants and officers of the law who have business interests in the industry.
6. This declaration is a compact among the parties and is amplified by the detailed resolutions of the Lekgotla.

### **BELIEVING THAT:**

7. Integrity, accountability, representivity and morality are key values for unity and effective leadership;
8. Gender-based violence, femicide and discrimination against the LGBTQI+ community is a major obstacle to the achievement of equality, development and peace. It robs women, girls and members of the LGBTQI+ of their human rights and freedoms as enshrined in the country's constitution;

9. The Fourth Industrial Revolution presents opportunities for growth and innovation, for the taxi industry to propel itself into the digital era with the adoption of cutting-edge technologies that meet commuter evolving transport needs;

10. Illegal operations have detrimental impact on the sustainability of taxi operations and create perverse incentives for conflict and criminality;

## **AFFIRMING**

11. The taxi industry's commitment to the realization of the National Taxi Lekgotla vision encapsulated in its core message "Taxi Industry: Towards a peaceful co-existence and shared prosperity."

## **WE THEREFORE COMMIT OURSELVES**

12. To an Action Plan with defined time frames, that will take the formalization, regulation and empowerment of the taxi industry to its logical conclusion, which must transform the industry to a sustainable industry that owns its value chain;

13. To an Implementation process guided by a Joint Industry/Government Working Group whose mandate is to exercise oversight over implementation of the resolutions, guided by relevant government process to ensure legality and rationality of actions contained in the Action Plan.

## **ON LEADERSHIP**

14. To affirming SANTACO as an apex industry leadership body, premised on the principle of values that must govern the election of leaders onto Council position in a manner that affirms their leadership of the industry free from any bias towards a particular Association, whether perceived or real.

15. To affirm SANTACO as a professional body which must be empowered to develop norms and standards and manage certain processes within the industry. This is premised on the principle that the Minister must be given legal powers to recognise a single industry representative body and prescribe certain functions to be performed by such body.

16. We, however, remain committed to the ideal of bringing all other formations including metered taxis and e-hailing under a single unified national council for taxis.

## **ON EMPOWERMENT**

17. To provide subsidy to the taxi industry as an integral part of the economic model aimed at ensuring long-term sustainability of the industry;
18. To an empowerment model underpinned by the principle that economic benefits must cascade to all operators in the industry. Such empowerment model must be anchored on formalization which includes establishment of business entities, subsidization of the industry and partnerships with government on the rollout of public transport infrastructure and integrated public transport networks.
19. To a re-imagined Taxi Recapitalisation Programme which must effectively transform the economics of the industry in a meaningful way.
20. We are committed to putting measures and interventions aimed at influencing the economic variables within the industry value chain, including those aimed at alleviating the impact of high costs of finance.
21. To the introduction of an electronic fare collection system in order to reduce the handling of cash.

## **ON REGULATION**

22. To a regulatory framework anchored on the principles of modernizing processes characterized by reduced turn-around times in the operating licence process value chain, which include reduced gazetting periods and a turn-around time of 60 days.
23. To the recognition of associations through registration process supported by a Panel of Assessors attached to the relevant entity charged with the responsibility to maintain the Association register.
24. To a moratorium on new Operating Licences, until supply and demand can be re-assessed and dormant Operating Licences identified. Such moratorium is premised on the principle that once a Province completes the relevant processes to determine demand and supply and are able to determine the number of operating licences required, such moratorium may be lifted.
25. To implementation of industry sectoral determination and compliance with labour laws.
26. To strengthen law enforcement in a consistent manner that affirms the supremacy of the rule of law and ensure respect for the rules of the road and eliminate the culture of lawlessness.

## **ON PROFESSIONALISATION AND CUSTOMER CARE**

27. To paying serious attention to passenger issues and the introduction of standards on the treatment of commuters and other road users. This must be reinforced by a complaint mechanism that ensures consequences for negative conduct.

28. Accredited and certificated training programme must underpin skills development interventions aimed at upskilling operators.

29. Gender Based Violence, Femicide and discrimination against members of the LGBTQIA+ has no place in the Taxi Industry. Penalties and sanction for those who perpetuate these crimes and are found guilty must be sanctioned as an operator. The abuse of women, the girl child and people with disabilities, as well as the LGBTQI+ community must be reported and decisively acted upon.

## **OUR CLARION CALL**

We call upon all stakeholders and all sub-sectors within the industry to forge a compact aimed at transforming the industry into a formalized and professionalized economic sector that delivers world class services to majority of commuters within the Republic. We imagine and envisage a future wherein the taxi industry is an important contributor to the economic development, the tax base of the country and livelihoods of operators involved in the sector. We call upon all those involved in the value chain of the taxi industry to join hands with government and other stakeholders in achieving these noble objectives.