



NTA

NATIONAL TAXI ALLIANCE

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MEMORANDUM OF GRIEVANCES

TO : THE PRESIDENT OF THE REPUBLIC OF SOUTH AFRICA

ATT : HIS EXCELLENCY PRESIDENT JG ZUMA

FROM : THE NATIONAL TAXI ALLIANCE

DATE : 08 NOVEMBER 2017

We have been mandated by the general membership and affiliates of the National Taxi Alliance to submit the grievances indicated herein below for His Excellency to invoke his constitutional executive authority in the coordination and functioning of state departments that are the subject matters of this memorandum.

The triviality and inconsequential treatment matters of our industry receive from government departments have necessitated our direct approach to the President for His Excellency's attention and intervention.

OUR GRIEVANCES

1. Today the 8th November 2017 we have handed over a memorandum of grievances to the Honourable Minister of Transport after our numerous efforts seeking to find an amicable resolution of the grievances which are the subject matter of our memorandum to the Minister failed. We have attached hereto a copy of the memorandum to the Minister of Transport for His Excellency's perusal and intervention.
 - 1.1 The taxi industry as both the biggest public transport mode of choice to more than 68% of the commuting public and the only wholly black owned and managed business in our country is besieged by many challenges that are retarding its growth and development, to the extent of it failing to attract long-term investors. Most of the challenges are of a historic nature, poor legislation and regulation and the glaring ineptitude of the ministry of transport and the department.

- 1.2 The glaring trivialization and the inconsequential manner with which our grievances are treated by the ministry left us without a choice, but to publicize our grievances in a form of a protest march and public handover of our grievances.
- 1.3 We have all the trust and confidence that upon perusing our grievances as contained in our memorandum to the Minister, his Excellency will appreciate the severity of the serious challenges besieging the taxi industry and their impact on the socio economic lives of the affected, thereby warranting His Excellency's intervention.

MINISTER OF POLICE

2. The constitution of our country guarantees every citizen the rights to security and life, which rights must be protected by the state through statutory powers and resourcing. However killings in the taxi industry (trivialized as taxi conflicts) have become endemic.
 - 2.1 Taxi operators, leaders and drivers are assassinated daily and more often passengers/commuters are caught in the crossfire and sadly the rate of arrests and convictions in these killings is insignificantly low proportionately to the number of these wanton daily killings. These killings are more prominent in the three big taxi provinces, namely Gauteng, KwaZulu Natal and the Western Cape.
 - 2.2 Most of these life ending heinous crimes are committed day light in the glaring eyes of witnesses and in some instances are captured by surveillance cameras and surprisingly despite hard evidence there is hardly any arrests.
 - 2.3 In the unlikely event that there is an arrest it is always a given that the case will be ultimately withdrawn due to the so called lack of evidence which is evidently results of corruption and unprofessionalism of some in both the police and the judiciary.
 - 2.4 Until proven otherwise, we highly suspect corruption in both the police and judiciary in these taxi killings cases as the poor investigations and poor case handling withdrawal patterns are too consistent and similar for comfort.

- 2.5 While we appreciate the constitutional right of every citizen to be presumed innocent until proven guilty and our obligations to provide evidence to assist the arrests and convictions of these perpetrators, we remain convinced that the state has enough resources to stop these killings if at all there was demonstrable police professionalism and political will.
- 2.6 Following a surge of political killings in Kwa Zulu Natal, the government correctly appointed a Commission of Inquiry to stem the tide of these killings. However, given that there are more taxi killings than those of politicians, the question is are the lives of taxi operators not equal to those of politicians?
- 2.7 To stem the tide of this wanton killings, we request His Excellency to appoint a Judiciary Commission of inquiry to look into the conduct of taxi operators, the police, judiciary and the government officials in these contract taxi killings.
- 2.8 We further request the establishment of taxi violence case investigations review panel and the taxi violence judiciary cases review panel to review every taxi case that is withdrawn or thrown out of court as a measure to stop the corruption and or unprofessionalism that goes with these cases.
- 2.9 Law enforcers are forever targeting taxis for stopping during peak periods while other modes of public transport don't suffer the same fate. You hardly see a roadblock for buses and trains.
- 2.10 This selective law enforcement has far reaching implications for the commuting public we transport as they believe that in order for them to arrive at their destination on time they must use other modes of transport other than taxis. We have no option but to classify this discrimination as "taxiphobia"
- 2.11 We do concede that we have no right to prescribe to the police how they should police and enforce laws, however we totally disagree with the discriminatory selective law enforcement targeting one mode of public transport.
- 2.12 The NTA would appreciate a dialogue with the police ministry facilitated by His Excellency focused at ending this glaring discrimination and on forging a closer working relationship that will benefit our constituencies and law and order in our country.

MINISTER OF FINANCE


3. In our memorandum of grievances to the Minister of transport we have decried the discriminatory exclusion of the taxi industry on public passenger transport subsidies and the inadequacy of the Taxi Recapitalization Scrapping allowance to mitigate high taxi vehicle costs a resultant of the legislated specifications.
- 3.1 The NTA is convinced that the ministry of transport has not properly represented the taxi industry for inclusion in the public passenger subsidies and enabling increase of the TRP Scrapping allowance aimed at mitigating input costs for operators and to assist citizens to afford public transport.
- 3.2 The discrimination of the taxi industry and its users on the public passenger transport subsidies is not only unconstitutional, but unfair, unjust and a perpetuation of the inherited inequality
- 3.3 NTA rates the safety of its commuters and road safety in general as top priority, however the inadequacy of the TRP Scrapping allowance discourages scrapping due to affordability and National Credit Act challenges used by financial institutions against taxi operators when applying for finance after scrapping.
- 3.4 We call upon His Excellency to urgently intervene and direct both the Minister of Finance and Transport to seriously consider the inclusion of the taxi industry in the public passenger subsidies and to increase the inadequate Taxi Recapitalization scrapping allowances. We expect these to form part of the next budget announcement.
- 3.5 National Credit is loaded against the taxi industry in its current form. Financial institutions are hiding behind some aspects of the National Credit Act to deny the taxi industry access to finance, thereby forcing the taxi industry to source funding from unscrupulous funders that charge prohibitive rates. This effectively results in more than 60% of newly financed taxis being repossessed and operators having adverse credit records.
- 3.6 Key aspects of the National Credit act are a sharp contrast and impediment to the much needed Radical Economic Transformation.


3.7 Given our past experiences, we firmly believe that only the intervention of your Excellency will trigger a process that will assist our industry out of this quagmire. We therefore request his Excellency to urgently intervene.

4. MINISTER OF CO OPERATIVE GOVERNANCE

- 4.1 Transport infrastructure for other modes of transport is being developed and modernized in accordance with the 20th century populace standards of living while taxi ranks and related infrastructure lags behind through neglect and perpetuation of treating the taxi industry as the stepchild of the transport system.
- 4.2 Taxi ranks remain neglected concrete jungles that are poorly constructed, maintained and a health hazard.
- 4.3 Metros and municipalities are failing to appreciate the role of the taxi industry in their local economies and the role the industry plays in the mobility of their inhabitants by making investments that are skewed in favor of modes of transport other than the taxi industry which transports the majority of their inhabitants, therefore a backbone of their economies.
- 4.4 Taxi ranks needs to be developed into one stop shop transport and retail activity hubs for the benefit of all stakeholders
- 4.5 In major cities where there is a lot of traffic jams taxis don't have the privilege of driving on the dedicated public transport lanes, while busses and trains enjoy that privilege.
- 4.6 The apartheid spatial planning decreed that poor black people who are main users of taxis live away from economic activity hubs hence the need for mobility enhancing traffic lanes from those areas.
- 4.7 NTA requests His Excellency to assist with the facilitation of a dialogue between the ministry of Co Operative governance, SALGA and the Taxi Industry.

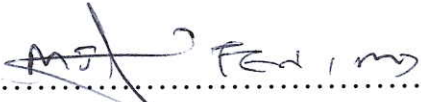
4.8 We request His Excellency to favour us with an urgent written response regarding the grievances contained herein to be addressed to the NTA Secretariat at the address appearing of the letter head of this Memorandum.


.....
The General Secretary
Duly Authorized on behalf of the National Taxi Alliance


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The President
Duly Authorized on behalf of the National Taxi Alliance

Received by..... MANDLA FER
(Name and Surname)

Position : CHIEF DIRECTOR

Signature : 

Date of Receipt..... 08/11/2017