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Subject: JOINT STATEMENT - Swartland taxi crisis – The next steps moving forward

Swartland taxi crisis – The next steps moving forward

**Joint statement issued by: Swartland Municipality
Malmesbury Taxi Association
SAPS Malmesbury
Elected community representatives**

Issued on 16 May 2025

On Tuesday, 13 May 2025, various stakeholders came together to discuss the ongoing taxi transport crisis affecting Malmesbury and the surrounding towns, including Abbotsdale, Chatsworth, Darling, and the Riebeek Valley.

Although the municipality is not the predominant governing body for public transport, it agreed to chair the meeting, which was attended by the Malmesbury Taxi Association, South African Police Service (SAPS), the Provincial Regulatory Entity (the entity within the Western Cape Department of Mobility responsible for taxi licensing and transport permits), Swartland Municipality Law Enforcement, Provincial Traffic, community representatives, and the Executive Mayor, Harold Cleophas.

The meeting specifically addressed the current taxi transport crisis in the Swartland area, the use of chartered and staff transport, and the impact on local commuters. The meeting also dealt with a memorandum that was submitted to the municipality before the start of the meeting. The memorandum highlights the specific concerns of the affected commuters.

Following intense discussions, during which all stakeholders had the opportunity to present their grievances and state their cases, the following resolutions were agreed upon:

1. Only legally registered taxis and permitted transport may operate in the Swartland.

- There are four types of permit holders allowed to operate public transport services:
 - **Route Permits** (usually for standard taxis),
 - **Learner Transport Permits** (for school transport),
 - **Chartered Permits**, and
 - **Staff Transport Permits**.
- Each of these permits is subject to specific conditions clearly stipulated in the documentation issued by the Provincial Regulatory Entity (PRE).
- Operators may only provide transport services as defined in their permits and may not deviate from these stipulations. **For example**, a route permit holder may not provide learner or staff transport unless specifically stipulated in the permit as it was issued by the PRE. All permit holders must adhere and follow the regulations as stipulated in their permit.
- Unpermitted services, commonly referred to as "pirate services," are not legally allowed to transport passengers for profit. Suspected pirate activities must be reported to either Swartland Municipality Law Enforcement or SAPS.

2. No unauthorised person or association is allowed to pull over or prevent anyone from using their chosen or preferred mode of transportation.

- Numerous reports have emerged of public intimidation and people feeling unsafe due to unauthorised individuals randomly stopping vehicles to verify the legitimacy of transport operators.
- Law Enforcement and SAPS have made it clear that only authorised law enforcement officers (SAPS, Swartland Traffic and Law Enforcement Officers, Western Cape Provincial Traffic Officials) may stop, pull over, or evaluate vehicles, permits, and licences.
- SAPS reiterated that no individual may intimidate, threaten, or prevent any commuter from exercising their constitutional right to freedom of movement and choice. If any person is threatened, it is important to report it directly to SAPS, and that a criminal charge is laid against the offender.

Moving forward, the stakeholders have agreed to the establishment of a **Public Transport Liaison Committee**, which will consist of all relevant role players in the Swartland public transport sector

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including associations not part of the current dilemma, chartered, learner and contract services, as well as business interests. The committee will focus on addressing transport challenges as they arise and will assist Swartland Municipality in planning for future public transport needs.

The stakeholders have also agreed to provide comments and feedback to the community on the issues raised in the memorandum in a timely manner.

All stakeholders are committed to continued engagement in order to prevent confrontation and pledge their full cooperation with the agreed-upon resolutions.

END

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