
GOVERNMENT NOTICE

DEPARTMENT OF TRANSPORT**No. R. 359****12 May 2010****NATIONAL ROAD TRAFFIC ACT, 1996 (ACT NO. 93 OF 1996)****AMENDMENT OF THE NATIONAL ROAD TRAFFIC REGULATIONS**

I, Sibusiso Joel Ndebele, Minister of Transport, acting in terms of section 75 of the National Road Traffic Act, 1996 (Act No. 93 of 1996) herewith makes the regulations in the Schedule.

Sibusiso Joel Ndebele
Minister of Transport

**SCHEDULE****Definition**

1. In this Schedule "the Regulations" means the National Road Traffic Regulations published in Government Notice No. R. 225 of 17 March 2000, as amended by Government Notice No's. R. 761 of 31 July 2000, R. 941 of 22 September 2000, R. 726 of 3 August 2001, R. 2116 of 5 October 2001, R. 779 of 4 June 2002, R. 1341 of 25 September 2003, R. 881 of 23 July 2004, R871 of 2 September 2005, R1066 of 23 November 2005, R1318 of 2 December 2005, R1319 of 2 December 2005, R891 of 4 September 2006, R964 of 29 September 2006, R404 of 4 May 2007, R865 of 28 September 2007 and R589 of 27 May 2009.

Amendment of regulation 1 of the Regulations

2. Regulation 1 of the Regulations is hereby amended by-

a) the insertion after the definition of "**body of persons** " of the following definitions:

"**bus rapid transport system**" means a network of rapid transport lanes and other designated formal routes as well as related dedicated loading facilities which are designed for the use of rapid transport buses, rapid transport bus-trains and rapid transport feeder buses or midibuses which is monitored by a control centre;"

(b) the substitution for the definition of "**modify**" of the following definition:

"**modify**" means-

- (a) fitting a bus body or goods body to any chassis;
- (b) altering the number of passenger seats on a motor vehicle or altering the dimension of a motor vehicle;
- (c) altering the wheelbase of a motor vehicle, unless the motor vehicle is designed to enable the wheelbase to be altered;
- (d) altering the axle or axle-unit position or number of axles;
- (e) altering a motor vehicle in such a manner that the tare of such motor vehicle changes;"

(c) the insertion after the definition of "**public transport vehicle**" of the following definitions:

"**rapid transport bus or rapid transport bus-train**" means a bus authorised to operate along a rapid transport lane in a bus rapid transport system, and which has a regulated floor height and door configuration designed to facilitate speedy access of

passengers to and from dedicated loading facilities, and includes the following sub-categories;”;

“rapid transport trunk bus or rapid transport trunk bus-train” means a bus designed to operate predominantly on a rapid transport lane which is a component of a bus rapid transport system and in the case of a rapid transport trunk bus-train can comprise up to three units;”;

“rapid transport complementary bus or rapid transport complementary bus-train” means a bus designed to operate on a public road that is designated as a formal route in a bus rapid transport system and on a rapid transport lane;”;

“rapid transport feeder bus or midibus” means a bus or midibus that is contracted by a bus rapid transport system authority to predominantly feed and distribute passengers to or from stations in a bus rapid transport system and which is first registered after 1 January 2010;”;

“rapid transport lane” means a lane designed for the use of a rapid transport bus and rapid transport bus-train and which is a component of a bus rapid transport system;”;

Amendment of regulation 129 of the Regulations

3. Regulation 129 of the Regulations is amended by the substitution for subregulation (6) of the following subregulation:

“(6) A person or body of persons whose application to operate a testing station has been refused by an MEC due to the unsuitability of such person or body of persons, may not apply in any other Province for the operation of a testing station as contemplated in regulation 128 until such person or body of persons complies with the requirements of this Act.”.

Amendment of regulation 130 of the Regulations

4. Regulation 130 of the Regulations is amended by the addition of the following proviso clause after subregulation (1):

“Provided that the MEC of a province concerned may exempt a testing station from complying with provisions of this subregulation if he or she determines the area where such station is situated as an area with a small population of motor vehicles.”.

Amendment of regulation 136 of the Regulations

5. Regulation 136 of the Regulations is amended by the substitution for paragraph (b) of subregulation (2) of the following paragraph:

“(b) demand from such testing station proprietor to indicate in writing within 14 days from the date of the said notification-

Amendment of regulation 137 of the Regulations

6. Regulation 137 of the Regulations is hereby amended by the substitution for paragraph (a) of subregulation (1) of the following paragraph:

“(a) notify the MEC of the province concerned within 14 days of any change in particulars or circumstances in relation to any information provided to the MEC on the testing station;”;

Amendment of regulation 137D of the Regulations

7. Regulation 137D of the Regulations is amended by the substitution for subregulation (3) of the following subregulation:

“(3) The inspectorate of testing stations shall submit to the Director-General not later than 1 March of each year a statement of fees received and costs incurred by or on behalf of such inspectorate for the period 1 January to 31 December of the preceding year.”.

Amendment of regulation 145 of the Regulations

8. Regulation 145 of the Regulations is amended by the addition after subregulation (1) of the following proviso clause:

“Provided that in the case of a bus of which the licence expires after 30 November 2010 the period of validity of the roadworthy certificate shall be six months.”.

Amendment of regulation 154 of the Regulations

9. Regulation 154 of the Regulations is amended by the addition of the following subregulation after subregulation (3)

“(4) No person shall operate on a public road a rapid transport bus or a rapid transport bus-train unless it complies with the requirements of SANS 20013 "Uniform provisions concerning the approval of vehicles of categories M, N and O with regard to braking.”.

Amendment of regulation 215 Regulations

10. Regulation 215 is amended by the deletion of paragraph (b) of subregulation (2)

Amendment of regulation 221 of the Regulations

11. Regulation 221 of the Regulations is amended by the addition after paragraph (e) of the following proviso clause:

“Provided that in the case of a rapid transport bus-train, the limit on the overall length shall not exceed 26 metres.”.

Amendment of regulation 233 of the Regulations

12. Regulation 233 of the Regulations is amended by the insertion of sub-regulation 2(A)

“(2A) Subject to the provisions of regulation 231, no person shall operate on a public road, a rapid transport bus or a rapid transport bus-train if the number of seated persons exceeds the number of persons for whom seating accommodation is provided for, on such a seat at a minimum rate of 420 millimeters per person, measured at the widest part of the seat with the doors closed but which does not apply to tip up seats in the wheelchair bay.”.

Amendment of regulation 240 of the Regulations

13. Regulation 240 of the Regulations is amended by-

(a) the addition after item (iii) of paragraph (c) of the following proviso clause

“Provided that in the case of a rapid transport bus-train the limit on the drive axle shall be 13 000 kilograms and on the other non-steering axle shall be 13 000 kilograms.”.

(b) the addition after item (iv) of paragraph (c) of the following proviso clause:

“Provided that in the case of a rapid transport complementary bus, or a rapid transport trunk bus, this limit shall be 12 000 kilograms.”.

(c) The substitution for paragraph (g) of the following paragraph:

“(g) The axle mass load of an axle unit which consists of two axles, one of which is a drive axle with four wheels and the other is an axle with two wheels, and which is fitted to a rapid transport bus, if the sum of the two axle mass loads exceeds 18 200 kilograms.”.

(d) the addition after paragraph (g) of the following proviso clause:

“Provided that the limitations on steering axles and steering axle-units in paragraph (a), (b) , (d) and (f) above, do not apply to any axle or axle-units which assist in reducing the turning circle of a rapid transport bus or rapid transport bus-train, but which is not the front axle or front axle-unit.”.

Amendment of regulation 242 of the Regulations

14. Regulation 242 is amended by the addition of the following proviso clause after sub-paragraph (c):

“Provided that in the case of a rapid transport bus-train no limit shall apply.”.

Insertion of regulation 245B in the Regulations

15. The following regulation is inserted after regulation 245A of the Regulations:

“Special needs accessibility

245(B) (1) No person shall operate on a public road a rapid transport bus or a rapid transport bus-train or a rapid transport feeder bus or midibus, unless it is provided with:

- (a) facilities and equipment to accept and secure wheelchairs in accordance with SANS 10370;

(b) seats, known as priority seats for passengers with special needs, which shall be situated in a position near to a door that is suitable for boarding and alighting and shall comply with clause 3.2 of Annex 8 of SANS 20107. The colour of the priority seats shall contrast with the colour of the other seats in the rapid transport bus or rapid transport bus-train or rapid transport feeder bus or midibus;

(c) communication devices shall be placed adjacent to priority seats and within spaces for securing wheelchairs. The devices shall comply with clause 3.3 of Annex 8 of SANS 20107;

(d) vehicles fitted with space for wheelchairs shall display pictograms in accordance with Annex 4 of SANS 20107 and which are visible from the outside of the vehicle, both on the front nearside and adjacent to the relevant boarding and alighting door. Such pictograms (Figure 23A or Figure 23B) shall also be placed internally adjacent to the wheelchair space or the priority seat;

(e) steps, ramps and lifts shall be in accordance with SANS 10370.

(2) The facilities and equipment in subregulation (1) shall be provided at the following minimum rates:-

(a) In the case of a rapid transport bus at least one wheelchair, and six priority seats;

(b) In the case of rapid transport bus-train at least two wheelchairs, and eight priority seats;

(c) In the case of a rapid transport feeder bus or midibus at least one wheelchair, and 2 priority seats; .

Amendment of regulation 251 of the Regulations

16. Regulation 251 of the Regulations is amended by the substitution for subregulation (2) of the following subregulation

“(2) No person shall operate a midibus, a minibus or bus operating in terms of an operating licence issued in accordance with the provisions of the NLTTA registered for the first time after 5 October 2001 on a public road, unless the height, along the longitudinal center-line, between the floor and the lowest part of the roof structure of such bus or minibus, between the floor and the ceiling of the lower deck of a double deck bus, as the case may be,

- (a) is in the case of a bus conveying standing persons, not less than 1,75 metres in the areas where persons may stand in terms of regulation 263;
- (b) in the case of a minibus not conveying standing persons, is not less than 1,5 metres; and in the case of a midibus, is not less than 1,75 metres; and
- (c) in the case of a rapid transport bus or a rapid transport bus-train is not less than 1,9 metres.”.

Amendment of regulation 252 of the Regulations

17. Regulation 252 of the Regulations is amended by-

(a) the addition after subparagraph (i) of subregulation (1) of the following proviso clause:

“Provided that this provision shall not apply to a rapid transport bus, a rapid transport bus-train or a rapid transport feeder bus or midibus.”.

- (a) the substitution for the proviso clause after subregulation (2), of the following proviso clause:

“Provided that emergency exits fitted to any minibus, midibus or bus operating interms of an operating licence issued in accordance with the provisions of the NLTTA, and first registered on or after 1 July 2009, shall comply with the requirements of standard specification SANS 20107 “Uniform provisions concerning the approval of category M2 or M3 vehicles with regard to their general construction.”.

- (c) the addition of subregulations (3) and (4) after subregulation (2)

“(3) Notwithstanding the requirements of subregulation (1) and (2) above, rapid transport buses and rapid transport bus-trains shall have at least the following number, size and position of doors:-

- (a) rapid transport trunk bus – two doors on the right and one emergency exit on the left;
- (b) rapid transport trunk bus-train – three doors on the right and two emergency exits on the left;
- (c) rapid transport complementary bus – one door on the left and two doors on the right;
- (d) rapid transport complementary bus-train – one door on the left and three doors on the right; and
- (e) doors on the right shall provide a clear opening of at least 1100 millimetres and doors on the left shall provide a clear opening of at least:

(i) 650 millimetres in the case of a rapid transport trunk bus or rapid transport trunk bus-train, and

(ii) 850 millimetres in the case of a rapid transport complementary bus or rapid transport complementary bus-train

(f) the pitch of the various door configurations on the right shall be 6, 0 metres, and 3, 8 metres, and for any double doors 1, 4 metres (200 millimetre tolerance).”.

(4) The floor height above the ground at the doorways on the right-hand side of a rapid transport bus or a rapid transport bus-train shall be equal to or less than 940 millimetres (30 millimetre tolerance) or shall be less than 500 millimetres.”.

Amendment of regulation 255 of the Regulations

18. Regulation 255 of the Regulations is amended by the addition after item (ii) of subregulation (2) of the following proviso clause:

“Provided further that in the case of a rapid transport bus or rapid transport bus-train the width of the passageways shall be at least:-

(i) 620 millimetres wide measured at any point for vehicles with a floor height of 940 millimetres (30 millimetre tolerance), and

(ii) 450 millimetres wide measured at any point for vehicles with a floor height of less than 500 millimetres.”.

Amendment of regulation 256 of the Regulations

19. Regulation 256 of the Regulations is amended by-

(a) the substitution for subregulation (2) of the following subregulation

“(2) Subject to subregulation (3), no person shall operate on a public road a minibus first registered on or before 4 September 2006, operating in terms of an operating license issued in accordance with the provision of the NLTTA, unless a seat provided for a passenger in such minibus has-

(b) the addition after paragraph (e) of subregulation (6) of the following proviso clause:

“Provided that in the case of a rapid transport bus or rapid transport bus-train the pitch measured from one part of a seat to the same part of the seat in front at seat level shall be at least 730 millimetres;”.

(c) the addition after paragraph (f) of subregulation (6) of the following proviso clause:

“Provided that in the case of a rapid transport bus or rapid transport bus-train it shall be at least 1 460 millimetres.”

(d) the addition after paragraph (g) of subregulation (6) of the following proviso clause:

“Provided that in the case of a rapid transport bus or rapid transport bus-train this shall be at least 730 millimetres.”

(e) the addition of the following subregulation after subregulation (9):

“(10) In the case of a rapid transport bus or a rapid transport bus-train the following additional requirements shall apply-

(a) seats that are forward or rearward-facing shall be arranged such

that there shall be no more than four seats in a row and no more than two pairs of seats in a row, except that, the rear row may have more seats;

(b) seats shall be permitted in the turntable area of a rapid transport bus-train provided that the passengers are protected from the effects of relative movement of parts of the bus when the bus-train turns;

(c) seats which can be tipped up to provide more floor space are not permitted, except in cases of providing room for a wheelchair; and

(d) seats facing sideways are permitted.”.

Amendment of regulation 262 of the Regulations

20. Regulation 262 of the Regulations is amended by-

(a) the substitution for subregulation (1A) of the following subregulation:

“(1A) No person shall operate a minibus, midibus or single deck bus on a public road after 4 September 2006, unless such minibus, midibus or single-deck bus is capable of being tilted sideways at an angle of at least 28 degrees in either direction from the upright position without overturning while each seat is loaded with a mass of 68 kilograms.”.

Amendment of regulation 263 of the Regulations

21. Regulation 263 of the Regulations is amended by the addition after paragraph (c) of subregulation (2) of the following proviso clause:

“Provided that in the case of a rapid transport bus or rapid transport bus-train this figure shall be zero comma one six.”.

Amendment of regulation 293 of the Regulations

22. Regulation 293 of the Regulations is amended by the addition of the following subparagraph after subparagraph (ii) of paragraph (b) of subregulation (1):

“(iii) a rapid transport bus and a rapid transport bus-train;”;

Amendment of regulation 296A of the Regulations

23. Regulation 296A of the regulations is amended by the addition of subregulation (3) after subregulation (2):

“(3) No person shall operate a motor vehicle on a rapid transport lane. Provided that the driver of a vehicle may only enter such rapid transport lane, under circumstances mentioned in regulation (1) (a), (b), (c) and (d).”.

Amendment of Schedule 4 of the Regulations

24. Schedule 4 is hereby amended by-

(a) the substitution for item 3 of the following item:

3. PHYSICAL REQUIREMENTS

A vehicle testing station must have the equipment and facilities indicated in the table below and must use such equipment to evaluate the roadworthiness of a motor vehicle.

	GRADE A	GRADE B
1. Brake roller tester	10 000 kg capacity	2 000 kg capacity
2. Examination pit	At least 18 metres, unless such station	At least five metres

	was registered before 1 February 2000, at least five metres	
3. Area for checking rearview field of vision	✓	✓
4. Safe or strong room	✓	✓
5. Hydraulic jack or play detector	10 000 kg capacity	2 000 kg capacity
6. Wheel alignment equipment	10 000 kg capacity	2000 kg capacity
7. Kingpin and fifth wheel gauges	✓	
8. Tyre tread depth gauge	✓	✓
9.. Vehicle height gauge	✓	✓
10. Measuring tape	30 m	5 m
11. Crow-bar	✓	✓
12. Plumb line	✓	✓
13. Inspection lamp	✓	✓
14. Straight edge	✓	✓
15. Head lamp aim checking device/screen	✓	✓
16. Wheel mass meter	✓	✓
17. Suitable road test area	Turning area for 17,5 metres turning radius	Turning area for 13,1 metres turning radius
18. Vernier gage		✓

Provided that a testing station registered prior to the implementation of this Schedule, shall comply with the requirements for a play detector after two year from the date of publication of this schedule in the government *gazette*.

Provided further that a wheel mass meter shall be capable of being linked to a brake tester and to calculate the brake requirements and provide a printed brake report within a period of two years after the implementation of this Schedule.

(b) the substitution for item 4.1 of the following item:

4.1 MANAGEMENT REPRESENTATIVE

(a) The testing station proprietor shall appoint a management representative who shall be a qualified examiner of vehicles registered as such by the MEC in terms of Section 3 of the Road Traffic Act, 1989, (Act No. 29 of 1989) or section 3A of the National Road Traffic Act, 1996 (Act No. 93 of 1996) and who has the necessary authority for and responsibility to ensure that the levels of technical and managerial competence required for the successful evaluation of the Testing Station are maintained in terms of the relevant Schedules of the National Road Traffic Regulations.

The management representative shall be responsible for the day-to-day management of the Testing Station and supervision of staff of the Testing Station and from a date to be determined by the Minister, has at least two years proven experience as an examiner of vehicles at a registered vehicle testing station.

(b) The provisions of item 4.1 (a) will come into operation 12 months after the date of publication of this regulations in the government *gazette*.

(c) the substitution for item 4.3 with the following item:

4.3 NATIS OFFICER

“A person employed by the testing station proprietor shall be registered by the MEC as a NaTIS officer, and such person shall sign the NaTIS User Undertaking required to obtain NaTIS access.”.

(d) the substitution for item 6.1 of the following item:

“A management representative shall not examine more than five motor vehicles per day.”.

(e) the substitution for item 6.1 of the following item:

“A station proprietor shall ensure that the applicable equipment is calibrated at the time intervals as shown in the table below:”.

Short title and commencement

25. These Regulations are called the Sixteenth Amendment to the National Road Traffic Regulations, and shall come into operation on the date of publication in the Gazette.
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