###### National Assembly

###### Question Number: 2417

**2417. Mr M Waters (DA) to ask the Minister of Transport:**

**REPLY**

 (1) (a) What is the total amount that has been spent on Ekurhuleni Metropolitan Municipality’s Bus Rapid Transport (BRT) system to date and (b) what was the initial budget;

 *The amount spent on the City of Ekurhuleni’s Bus Rapid Transit system has spent* ***R1 687 509 216*** *to date and the initial budget was* ***R 2 272 685 751***.

(2) (a) on what date was the specified BRT system supposed to have been fully operational, (b) by what date will the specified BRT system be fully operational and (c) what additional amount is needed in order for the BRT system to become fully operational;

1. *The date that the BRT system was supposed to be fully operational was June 2016.*
2. *The BRT system will be partially operational (kerbside) by the end of September 2017, subject to the finalisation of negotiations with affected taxi operators. Full operations (on trunk route) are scheduled to when the infrastructure is fully complete, in 2018.*
3. *There is no additional money that is needed in order for the BRT system to become fully operational, outside of the allocated budget of R660m for infrastructure and operations for the 2017/18 financial year.*

(3) what are the reasons for the delay in making the specified BRT system operational?

*The reasons for the delay in making the BRT system operational include but are not limited to:*

1. *Delays in the procurement process for the various work streams, especially BRT Infrastructure. Currently, the stations, stream crossings, pedestrian bridges, bridges on the trunk route are still under construction.*
2. *The slow pace of construction by some of the infrastructure contractors as well as financial cash flow challenges, and lack of performance experienced by some contractors, some of whom had their contracts terminated. For instance, the contractors for some sections of the trunk were constantly penalised due to failure to meet project milestones and delivery deadlines while the initial station contractors were terminated due to inability to proceed within the budget as a result of poor cash flow management.*
3. *The protracted process of negotiations between the City of Ekurhuleni and the Ekurhuleni Taxi Industry, and the long process of establishment of the Special Purpose Vehicle (Vehicle Operating Company named KTVR), which will be contracted for the BRT operations by the City of Ekurhuleni.*

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