###### National Assembly

Question Number: 2500

**Mr C H Hunsinger (DA) to ask the Minister of Transport:**

When were the Transit Administration Agencies (TAA) established in respect of each of the

integrated public transport system and (b) what (i) mechanism, (ii) processes and (iii) procedures

exists to monitor the TAA’s

1. **When were the Transit Administration Agencies (TAA) established in respect of each of the integrated public transport system**

The term Transit Administration Agency is the specific term used by Nelson Mandela Bay from 2007 in developing the institutional structure for overseeing Integrated Public Transport Networks in the City. Currently, this City is still studying the future feasibility of having a completely standalone Municipal Entity such as the Transit Administration Agency overseeing the IPTN. In the meantime Nelson Mandela Bay, along with other cities such as Polokwane, Tshwane, Mbombela, Rustenburg, George, etc., are currently planning and implementing IPTNS through specialist project teams that either fall under Transport Departments or Infrastructure and Engineering Services Departments.

The City of Johannesburg in 2013 established a Scheduled Services Unit to oversee Rea Vaya and IPTN operations, planning and regulation. This unit falls within the Municipality’s Transport department.

Cape Town in 2012 launched Transport for Cape Town as their specialized Transport Department that also deals with all IPTN matters.

EThekwini has set up a long standing Transport Authority which has assumed full responsibility for IPTN matters amongst other transport matters.

**(b) What (i) mechanism, (ii) processes and (iii) procedures exists to monitor the TAA’s**

(i) The mechanism to monitor IPTN implementation teams is through the National Department of Transport as the custodian of the 2007 Public Transport Strategy and the 2009 National Land Transport Act. The NDoT is also the Transferring Officer in terms of the Public Transport Network Grant that funds IPTNS through the Division of Revenue Act as a municipal conditional grant.

(ii) The processes are based on the Division of Revenue Act and the related Public Transport Network Grant Framework.

(iii) The procedures include monthly financial reports, quarterly reports, annual reports, quarterly bilateral meetings between municipal teams and NDoT, technical support and guidelines etc.