**National Assembly**

**Question No 72**

**Mrs C Phillips (DA) to ask the Minister of Transport:**

(1) Whether, with reference to the Rustenburg Rapid Transport (RRT) project and in light of the change of scope of the specified project, he will furnish Mrs C Phillips with a copy of the minutes of the meetings held to discuss and approve the change of scope of the project to include the use of minibus taxis on the main route as opposed to the original plan that provided only for taxis on the feeder routes; if not, why not; if so, by what date;

(2) considering that at present approximately 70% of the fleet of the Rustenburg Local Municipality which is needed for service delivery cannot be used due to mechanical failures, how will the taxis be maintained;

(3) (a) how will the RTT project be funded and (b) who will fund the ongoing RRT operation?

NW72E

**REPLY**

* + - 1. The change in the operational model was presented to National Department of Transport (NDoT) during a meeting held between NDoT and Rustenburg Local Municipality (RLM) on 31 May 2022. During 2022 the availability of low-entry buses in South Africa became a challenge and an interim alternative was put in place to ensure operations could commence on routes in Phase 1A. Further information on this meeting can be provided if required.
			2. Maintenance of all mini-bus taxis serving YARONA is managed by the Integrated Public Transport Operations Company (the IPTOC) appointed by the RLM for the Yarona Integrated Public Transport Network (IPTN) services on a ring-fenced basis in accordance with the provisions of the National Land Transport Act and the Public Transport Network Grant Conditions. These vehicles are subject to scheduled maintenance as required under the agreement with the IPTOC. The RLM monitors and manages the IPTOC as provided for under the agreement.
1. (a) The RTT project is co-funded by the RLM and the Public Transport

Network Grant (PTNG). The RLM partially funds the project through accrued fare revenue. The PTNG consists of 2 components:

(i) Network Operations Component: The grant-component concerned with ensuring passengers/patrons are sufficiently served and the accessibility of the service.

(ii) Network Infrastructure Component: The grant-component concerned with the implementation of the physical infrastructure required to operate, such as dedicated bus lanes, shelters, accessible information displays, route designs etc.

(b) The ongoing RRT project will similarly be funded jointly by the RLM and PTNG.