LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



PREPARED FOR:	ADDRESS:
MARULENG LOCAL MUNICIPALITY	64 SPRINGBOK STREET HOEDSPRUIT

Appendix B-1

Operating Licence Plan (OLP)



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List of Abbreviations

Abbreviation	Description
AM	Ante Meridiem, meaning is "before noon"
CA	Controlling Authority
MDM	Mopani District Municipality
IPTN	Integrated Public Transport Network
LDPT	Long-distance Public Transport
LDTCS	Limpopo Province Department of Transport and Community Safety
LPRE	Limpopo Provincial Regulatory Entity
LPTC	Limpopo Provincial Taxi Council
MLM	Maruleng Local Municipality
MSA	Municipal Structures Act
MTS	Metered Taxi Strategy
NLTA	National Land Transport Act 2009, (Act No. 5 of 2009)
NLTA (Amended)	Amended National Land Transport Act 2009, (Act No. 23 of 2023)
NLTR	National Land Transport Regulator
NPTR	National Public Transport Regulator
OLAS	Operating Licences Administration System
OLF	Operating Licence Functions
OLP	Operating Licence Plan
PA	Planning Authority
PM	Post Meridiem, meaning is “after midday”
PRE	Provincial Regulatory Entity
PT	Public Transport
PTP	Public Transport Plan
RE	Regulatory Entity
SANTACO	South African National Taxi Council
SAPS	South African Police Service
TA	Taxi Association
TI	Taxi Industry
TR	Transport Register

1. INTRODUCTION

An operating licence is defined as a licence required in terms of Section 50 of the National Land Transport Act (NLTA, Act 5 of 2009), granted and issued in accordance with such act.

Types of applications requiring Operating Licences (OLs) include:

a) New applications.
b) Amendments.
c) Cancellation.
d) Transfers.

The Operating Licence Plan (OLP) guides the awarding of OLs for contracted and non-contracted services.

a) Non-contracted services include the following services:

   i) Learner Services.
   ii) Staff Services.
   iii) Long-distance Services.
   iv) Metered Taxis.
   v) Charter Services.
   vi) Tourist Services.

b) Contracted services include the following:

   i) Special Events and Major Special Events.
   ii) Tuk-tuks.

2. OPERATING LICENCES

Chapter 2 contains the following:

a) Granting of OLs.
b) Ring-fencing of TA Members and OLs.
c) Undersupply of OLs.
d) Oversupply of OLs.
e) Issuing OLs on Groups/Network of Routes.

2.1 Granting of Operating Licences

In terms of the requirements of the NLTA, under Section 55, the municipality as the Planning Authority (PA) must be notified by the relevant Provincial Regulatory Entity (PRE) and the National Public Transport Regulator (NPTR) to submit comments on the granting, renewal, amendment or transfer of OLs affecting its area of jurisdiction.

Maruleng Local Municipality (MLM) considers the support and the refusal to support operating licence (OL) applications, in line with its approved 2025 MLM Local Integrated Transport Plan (LITP) that includes the Operating Licence Plan (OLP). As an outcome, Limpopo Province Regulatory Entity (LPRE) is bounded to comply with the MLM's refusal of an application in their dispensing of OLs. This approach applies to both contracted and non-contracted services applications. The granting of operating licences in the main directly impacts public transport routes and groups or networks of routes.

The LPRE facilitated the following process to attend to backlogs for the issuing of OLs:

a) Introduction

The granting of OLs begins with Enquiry Teams tasked with enabling the Planning Authority to direct the adjudication of applications. This process includes the following:

i) Enquiry Teams should confirm the Transport Register (TR).
ii) The local transport forum should prioritise routes that may need additional public transport.
iii) Enquiry Teams must report to Transport Forums.
iv) Transport Forums must subsequently recommend to the Municipal Council.
v) The Municipal Council will then consider the recommendations which, if adopted, will adopt a resolution that will form part of the ITP and Maruleng OLS.

b) Technical Considerations

Firstly, Transport Register (TR):

i) Taxi Associations, origins and destinations.
ii) Bus companies – scheduled/unscheduled, subsidised/not subsidised.
iii) Active Members.
iv) Members with permits/OLs.
v) Members without permits/OLs.
vi) Vehicles.
vii) Vehicles with permits/OLs.
viii) Vehicles without permits/OLs.
ix) Public Transport Facilities/Taxi Ranks and holding areas – status formal/informal.

Secondly, prioritised routes, corridors and ranking facilities by Transport Forums:

i) Develop new public transport routes in line with Operating Licence Strategy (OLS).
ii) Conduct public transport demand study to determine requirements for public transport, route network and facilities, and effectiveness and efficiency of the current system/service.
iii) Public transport travel demand strategy should include scholar transport.

Thirdly, Stakeholder Engagement:

i) SANTACO.
ii) NTA.
iii) Scholar Transport.
iv) Bus Companies.
v) Schools.
vi) Commuter Forums.

Other Technical Considerations:

i) Household travel surveys.
ii) Public transport services.
iii) Scholar transport, educational facilities.
iv) Contract OLS.
v) Illegal operations and law enforcement.

The Municipal Enquiry Teams will assist MLM to validate Public Transport Travel Demand, necessary for processing applications for OLS.

c) Municipal Enquiry Teams consist of the following:

i) A Chairperson who will co-chair with the Chairperson of the Mopani District Enquiry Team.
ii) A representative of the Mopani District Municipality.
iii) A representative of the Mopani District of the Department of Transport and Community Safety.
iv) Seven additional officials from MLM.

d) District Enquiry Teams will consist of the following:

i) Mopani District LPDCS, Director as Chairperson.
ii) Deputy Director LPDCS, Transport Operations.
iii) Assistant Director LPDCS, Transport Operations.
iv) One member from Transport Regulations, (preferably Public Transport Unit).
v) One representative from the Mopani District Municipality.

The conditions for the evaluation of operating licences are expounded upon in detail in Section 5 of the OLP.

2.2 Undersupply of Operating Licences

With respect to undersupply, the MLM responds by supporting the supply of more OLs where evidence through surveys and data collection on the transport network indicates a positive trend favouring public transport usage.

2.3 Oversupply of Operating Licences

Concerning the oversupply of OLs, a key principle in guiding the supply is that MLM does not support applications for operating licences which will result in the overtrading of routes. In some cases, the oversupply has been exacerbated by dormant licences which included the conversion of radius to route permits and the current use of charter services operating licences for minibus taxi services.

2.4 Granting of Operating Licences

The following conditions are applicable when issuing OLs for groups/networks of routes:

a) Operators having to rotate between routes to enhance equity.
b) Flexibility in case of vehicle breakdowns to augment customers' services.
c) Setting out the maximum vehicle requirements with respect to each route group.
d) Constructive engagement with the relevant stakeholders to achieve agreement.
e) Continuous rotational operation for 180 days on all routes that form part of the network.
f) Vehicle tracking to ensure that all authorities on OLs are operated on by operators with the authority to do so. Vehicles not operated will be removed from the OLs.
g) Renewal would be dependent on the demand for such a service.

2.5 Challenges in issuing new Operating Licences

The following have been identified as bottlenecks in the issuance of new OLs by the LPRE:

a) Background

i) The impact of decades of non-issuance of new operating licences for mini-bus taxis.
ii) This period was characterised by non-processing of applications for new operating licences and slowness in dealing with route amendments and applications for new routes.
iii) Failure to adequately respond to developmental needs and lack of a coordinated approach, non-responsive Planning Authorities.
iv) Continued recruitment of new members into taxi associations, ballooning the number of illegal operators.
v) In some cases, groupings demand for registration as new taxi associations, hoping to use the status to demand new OLs.
vi) Enactment of the National Land Transport Act, 05 of 2009 and its attendant regulations.
vii) Municipalities as Planning Authorities at the centre of processing applications for OLs.
viii) All regulatory entities (PREs) are bound to seek comments and directions from Planning Authorities (NLTA, Section 55).
ix) Although the Act provides in Section 55(6) that in cases where Planning Authorities fail to respond within the prescribed period, PRE may dispose of the applications, PREs couldn't exercise the provision recklessly without regard of possible over supply on the ground.
x) Equally the absence of reliable up to date LITPs and DITPs could be the reason for delays in commenting by Planning Authorities.
xi) This period, unintentionally led to an increase on the number of illegal operations.

b) Solutions

Limpopo Department of Transport and Community Safety has engaged in a coordinated response to these challenges and implemented the following:

i) Planning Authorities to be assisted to collect and have reliable data.
ii) Taxi Industry buy in.
iii) Cut off was 31 March 2024 for recruitment of new members.
iv) Lobbied OTP and COGHSTA, ensuring that IDP's have Sectoral Plans (ITP).
v) Assistance in establishing and resuscitation of Transport Forums.
vi) Enquiries and Investigations on the ground guided by priorities adopted by Transport Forums.
vii) Joint Briefing of Taxi Industry (SANTACO and NTA) completed in May 2024.

viii) Establishment of Project Steering Committee, Chaired by Chief Director: Transport Operations, PRE-Support, Transport Planning, SALGA, Taxi Industry.
ix) MEC met Transport Councillors and MMC's for Transport in July 2024.
x) Establishment of Enquiry Teams, Chaired by Director PRE-Support Services – District Streams, mainly LDTCS officials from Head Office and District Offices and Representatives from all Municipalities.
xi) Further consultation of the plan took place with Municipalities.
xii) Municipal Enquiry Teams were scheduled to be finalised.
xiii) Enquiry and investigations.
xiv) Presentation of reports and adoption by MLM.
xv) MLM advertising.
xvi) Applications and processing by PRE, scheduled to take place by May 2025.

3. ACCESS TO PUBLIC TRANSPORT FACILITIES

The role of Public Transport (PT) facilities in the issuing of OLs bears on the availability of space for legal operators to load and offload passengers. In turn, the number of OLs issued is informed by the present and future design and upgrading of facilities based on future potential demand. One of the key conditions for the support and rejection of applications for OLs is the availability of currently operating space at interchanges to set down and load passengers.

MLM shall issue proof of rank space availability which informs the support or rejection of applications for OLs. Interchange points cater for both scheduled and unscheduled services where passengers must also interchange safely and relatively easily between various modes.

Table 3.1 provides a summary of Public Transport Facilities in MLM.

TABLE 3.1: SUMMARY OF PUBLIC TRANSPORT FACILITIES IN MLM

Public Transport	Formal	Informal	Total
Bus	0	1	1
\Taxi	4	12	16
Airports	3	0	3
Railway	3	0	3
Total	**10**	**13**	**23**

In many locations, facilities for one mode are located adjacent to facilities for another mode. This allows passengers to interchange relatively easily between modes.

There are facilities from which long-distance road-based services operate.

Metered taxi ranks should be provided by MLM, other governmental institutions and private organisations.

The capacity of the routes, as determined by route utilisation in the Transport Register (TR) will also be considered, when considering OL applications.

3.1 The Issuing of Proof of Rank Letter by MLM

The issuing of rank tokens and rank letters on city-owned facilities shall be regulated by the MLM Traffic By-law.

Letters are required by the LPRE after an application has been granted and failure by the applicant to submit this document will lead to the lapsing of the approval. An applicant cannot uplift his/her operating licence unless he/she obtains a proof of rank letter from MLM. Operators are normally given 60 days to submit this document, although they can apply for an extension of the period.

Section 57 (1) of the NLTA and Amended NLTA stipulates:

"Where any application is made to the NPTR or PRE for the granting, renewal, amendment or transfer of an operating licence in respect of a non-contracted service other than a tourist transport service, the PRE may grant or refuse the application after having considered," and in the case of proof of rank letters:

a) The availability of ranks or terminals or other facilities, based on the recommendations of the relevantplanning authority or other information at its disposal.
b) Whether the vehicle or type of vehicle by means of which the service is to be operated is suitable for that purpose.

4. OPERATING LICENCES FOR NON-REGULAR MODES OF TRANSPORT

This section guides the principles applicable for the support of OLs for non-regular modes of road-based public transport. These modes include:

a) Metered Taxis.
b) Pedicabs.
c) Long-distance Public Transport.
d) Tuk-tuks.

4.1 Metered Taxis

MLM does not have a Metered Taxi Strategy (MTS). It is recommended that metered taxis' OLs are divided into three categories as part of the development of MLM Metered Taxi Strategy, namely:

a) E-hailing OLs.
b) Base Ols.
c) Rank OLs.

The following are important based on TR:

a) No metered Taxi operations are currently relevant in MLM.
b) Metered taxis should operate 24-hours a day.
c) No OLs have been issued to date.
d) No metered taxi facilities are provided.

No information could be obtained concerning the statistics related to e-hailing.

Specific guidelines must be developed pertaining to metered taxi OLs as part of the development of the MTS. The last-mentioned will also determine the demand.

4.2 Pedicabs

Pedicabs are regarded as a non-motorised cycle mode of transport, although battery assisted. This mode would require OLs to operate public transport services.

To date, no operating licences for pedicab public transport purposes have been supported by the MLM. The pedicab mode is not clearly defined by legislation yet, and therefor cannot be viewed in line with normal public transport vehicles.

4.3 Long-distance Public Transport (LDPT)

This road-based service is currently mainly provided by bus, midi-bus and minibus modes. The cumulative operating licences for these three modes need to be confirmed.

Specific guidelines for recommendations pertaining to long-distance public transport service OLs are as follows:

a) An intermodal facility that incorporates all long-distance modes of transport needs to be developed for MLM.
b) Dedicated long-distance services that take place from a business address shall be subject to a business plan substantiating the demand for such a service where the land use can accommodate such activity.
c) In addition to the transport operation conditions allowed by an OL, the appropriate passenger facilities and considerations must be established whether in transit or at pick-up/drop-off facilities and waiting areas.
d) Supporting the appropriate licencing mechanism to avoid overtrading of other routes given that long-distance services have peak and slump periods.

4.4 Tuk-tuks

Section 1 of NLTA of 2009 defines a Tuk-tuk as “a three-wheeled motor vehicle designed or modified solely or principally for conveying not more than three seated persons, including the driver.”

MLM should explore the possibility of Tuk-tuk services and define the areas where the service will be sustainable and in collaboration with the taxi industry as part of the development of the MTS.

Specific guidelines for recommendations pertaining to Tuk-tuks:

a) Tuk-tuks to operate as a short-distance mode.
b) The service should be limited to one area or neighbourhood only, with a dedicated route description, not longer than 3 km and must be incorporated into the MDM Integrated Public Transport Network (IPTN).
c) Maximum speed of 30 km/hour.
d) Children under the age of 13 years must be accompanied by an adult when travelling on a Tuk-tuk.
e) No Tuk-tuk OL can be converted to another mode of transport if the business case does not prove viable.
f) Vehicles will be subject to regular inspection.
g) A maximum of three persons (including the driver) to be conveyed at any one time.
h) Tuk-tuks may use normal road facilities for parking, safe stopping and/or loading areas in terms of the Road Traffic Act.

i) The OL shall be immediately withdrawn in the following cases:

i) Overloading.
ii) Operations on illegal routes.
iii) Vehicle standards did not adhere to.
iv) When the service is not in operation for a six (6) month or 180-day period.

5. CONDITIONS FOR EVALUATION OF OPERATING LICENCES

This section gives an outline of the conditions for the evaluation and assessment of OLs applications and includes route descriptions, duration, etc. This considers the undersupply and oversupply of services on routes, proposed plans to reduce oversupply and the relationship of public transport facilities.

The conditions consist of general conditions applicable to all transactions as well as conditions specific to public modes of transport and the affected applicants. These modes include minibus taxis, private bus, learner, staff, long-distance public transport, metered taxis, charter, tourist, special events and major special events, courtesy and Tuk-tuk services.

A key principle guiding the granting of transport operating licences to service providers by Regulating Entities (RE) is not to grant operating licences when the city does not support an application. This is based on the NLTA and Amended NLTA Section 55 (that relates to Transport Plans), Section 56 (that relates to contracted services) and Section 57 (non-contracted service).

The remainder of Chapter 5 will elaborate on the following:

a) Conditions for non-contracted services.
b) Charter services.
c) Scholar transport.
d) Staff services.
e) Long-distance Public Transport Services.
f) Metered taxis.
g) Tourist services.
h) Special events and major special events.
i) Courtesy services.
j) Tuk-tuks.
k) Exemptions.

5.1 Conditions for Non-contracted Services

To grant, renew, amend or transfer an operating licence for a non-contracted service, the following conditions apply:

a) The service must be encapsulated in the municipality's LITP. (NLTA and Amended NLTA Section 57 (1) (a)).
b) The vehicle to provide the service must be suitable for that purpose (NLTA and Amended NLTA Section 57 (1) (b)).
c) Official facilities, terminals, ranks or interchanges for boarding or alighting and for holding or parking vehicles engaged in the operation of that service must be available (NLTA and Amended NLTA Section 57 (1) (c)).

d) Compliance with the city's by-laws and any regulations, prohibitions, limitations or restrictions (NLTA and Amended NLTA Section 57 (1) (d)).
e) That the applicant has no previous convictions of any offences as prescribed in the NLTA and Amended NLTA Section 57 (1) (e), the National Land Transport Regulations (NLTR) Regulation (18). Limpopo Province does not have any regulations for Operating Licences currently:

i) The municipality considers that the applicant can operate the service in a manner satisfactory to the public (NLTA and Amended NLTA Section 57 (1) (f)).
ii) In terms of Section 55 (1) of the NLTA, the Planning Authority directs the RE with respect to the issuing of OLs and that the RE may not grant an OL that is contrary to the LITP.
iii) The transfer of any OL will only be supported by the city if converted to a definite OL (Section 58 (2) of the NLTA).
iv) Operating licences will not be allowed to be ceded, alienated or hired out (Section 77 of the NLTA).
v) Proof of operation within 180 days period, must be confirmed with a letter unless safe-keeping provisions are arranged.
vi) Transfers must be supported by an affected Taxi Association (TA).
vii) Detailed route descriptions must be submitted.
viii) With transfers in the case of death, the Master of High Court must confirm the distribution of assets.
ix) Renewals will be considered in terms of Regulation 25 of the NLTR.
x) Conversions will be considered in terms of Regulation 14 of the NLTR.
xi) Amendments consisting of the replacement of vehicles and the application for additional authority will be considered in terms of Section 64 and 77 of the NLTA and Amended NLTA.
xii) With respect to routes, should inter-association agreements on the same routes be breached, then authorities will summarily be cancelled in terms of Section 79 of the NLTA and Amended NLTA.
xiii) Applications on routes that will lead to destructive competition will be rejected.
xiv) The applications for all new operating licences are subject to Section 54 of the NLTA and Amended NLTA.
xv) The OL must explicitly stipulate the official ranks/facilities/interchanges/spaces where loading/ranking can takeplace and facilities where passengers will be set down.
xvi) The service must be provided on all the routes authorised by the OL.
xvii) The authorised vehicle must be operated in accordance with any management procedures and/or regulations and/or by-laws to be developed by MLM.
xviii) Rank tokens will be suspended in the event of non-compliance to the management procedures and/or regulations and/or by-laws to be developed by MLM.
xix) The operator must sign an Operations Agreement with MLM for the use of its facilities, before uplifting an OL.

The subsequent sections elaborate on two scenarios for the determination of the required number of Operating Licences per Taxi Association Operating in MLM:

a) With well-defined routes/s with dedicated A and B Points respectively.
b) Based on a group of A and B Points where operators operate on a rotational basis, and the distance for a specific route/s may varies depending on the time of the day and week.

4.1.1 Determination of the required number of Operating Licences per Taxi Association with well-defined route/s with dedicated A and B Points

The following criteria are relevant to evaluate the need for issuing of OLs in terms of route capacity:

The following formulas should be used when calculating the number of operating licences required for the respective AM and PM peak periods per route for 15, 18 and 35-seater vehicles in line with results of route utilisation surveys conducted for TR or route utilisation conducted on an ad hoc basis for a specific application:

Firstly, calculate the estimated number of return trips that could be made per taxi per peak period:

$$= \frac{\text{Assumed duration of the relevant peak period}}{\text{Estimated time required per taxi vehicle to complete one inbound and outbound trip (return trip), including waiting times at rank or loading points}}$$

Secondly, calculate the required number of OLs per route per TA for the relevant peak period:

$$= \frac{\text{Total number of passengers per peak period}}{(\text{Number of estimated trips per taxi per peak period} * \text{Average passenger capacity per vehicle})} \text{ x Adjustment Factor}$$

THEN

If the *"calculated required number of OLs per route or per TA for the relevant peak period"* is more than the *"number of active OLs registered per TA for the route based on OLAS information"* then additional/new OLs can be recommended.

The following further assumptions are relevant to perform the calculations:

a) The adjustment factors can be applied to accommodate the following:

Item	Min	Max	Description
1.	1.10	1.15	12-hour to 24-hours.
2.	1.05	1.10	Survey accuracy.
3.	1.05	1.10	Local / internal operations.
4.	1.20	1.25	Passengers that are loaded along the route and not at the taxi rank.
5.	1.10	1.15	Increased vehicle trips during weekend.
6.	1.10	1.20	Increased vehicle trips during for month ends, SASSA payment days and festive seasons.
Total	**1.40**	**1.95**	

b) The shorter the peak period, the higher number of Taxi Operating Licences will be required.

A peak period of three (3) hours is recommended to be assumed.

c) An average operating speed for minibus-taxis:

i) To allow for the possibility that operating speeds may differ on the various routes, the following operating speeds were assumed:

- ✓ Short-distance routes (< 5 km) = 50 km/h
- ✓ Medium-distance routes (> 5 km <30 km) = 60 km/h
- ✓ Long-distance routes (> 30 km) = 90 km/h.

d) To allow for the time that taxis wait at the rank before loading, the following times are assumed:

i) Short-distance routes (< 30 km) = 15 minutes
ii) Long-distance routes (> 30 km) = 30 minutes.

The following factors can also be considered as part of the analysis of corridors and routes for the purpose of formulating recommendations on the disposal of applications for OLs:

a) Capacity utilisation per route.
b) Trips per vehicle during a peak period, in comparison with the potential number of trips that could be operated.
c) Passengers' waiting times.
d) Capacity utilisation at origin rank.
e) Capacity utilisation at destination rank.
f) Parallel and/or preferred modes.

g) The IPTN phases to be rolled out.

4.1.2 Determination of the required number of Operating Licences per Taxi Association based on a group of A and B Points where operators operate on a rotational basis, and the distance for a specific route may varies depending on the time of the day and week.

The following criteria are relevant to evaluate the need for issuing of OLs in terms of potential income for all operations of the relevant Taxi Association versus operation cost per taxi business (1 vehicle and Operating Licence):

The calculation for this scenario is based on estimated Monthly Income by the relevant Taxi Association versus the expected income per month per Vehicle with an Operating Licence. The scenario is relevant for both Letaba Taxi and The Oaks Taxi Associations.

Firstly, calculate the estimated monthly income for the relevant Taxi Association:

The following steps are relevant:

a) Conduct 12-Hour surveys route utilisation and waiting time surveys for the mid-week mid-month.
b) Determine the total income for the 12-hour period.
c) Convert the daily income to monthly income by multiplying the number of operational days per taxi with the daily income.
d) Apply correction factors to obtain 24-hour monthly and yearly income. The following correction factors are relevant:

    i) 12-hour to 24-hours.
    ii) Survey accuracy.
    iii) Local internal operations.
    iv) Passengers that are loaded along the route and not at the taxi rank.
    v) Increased Vehicle trips during weekend.
    vi) Increased Vehicle trips during for month ends, SASSA payment days and festive seasons.

e) **Table 5.1** contains the calculated estimated monthly income for the Letaba Taxi Association.
f) **Table 5.2** contains the calculated estimated monthly income for The Oaks Taxi Association.

TABLE 5.1: CALCULATED ESTIMATED MONTHLY INCOME FOR THE LETABA TAXI ASSOCIATION						
Summary of Survey						
Count of Taxi Registration	**Average of Wait Time Queue**	**Average of Wait Time in Taxi**	**Average of Total Wait Time**	**Passengers on Departed**	**Sum of Capacity**	**Income**
328	00:04	00:12	00:16	3157	4878	R82,100
Detailed Calculations						
Assumed number of operational days per month.					24	
Calculated income per month for 12-hour period (from 06:00 to 18:00) without any adjustment factor.						**R1,970,400**
Apply correction in percentage to obtain 24-hour monthly and yearly income:						
12-hour to 24-hours.					15%	
Survey accuracy.					10%	
Local / internal operations.					10%	
Passengers that are loaded along the route and not at the taxi rank.					25%	
Increased vehicle trips during weekend.					15%	
Increased vehicle trips during for month ends, SASSA payment days and festive seasons.					20%	
Combined correction in percentage.					**95%**	
Adjustment factor for potential increase in income.					**1.95**	
Calculated income per month for the full operations.					-	**R 3,842,280**
Calculated income per month per taxi vehicle based on number of vehicles:						
As part of Taxi Association Records.					69	**R 55,685**
As part of LPRE Records.					62	**R 61,972**
As Part of Surveyed Records.					170	**R 22,602**

TABLE 5.2: CALCULATED ESTIMATED MONTHLY INCOME FOR THE OAKS TAXI ASSOCIATION						
Summary of Survey						
Count of Taxi Registration	**Average of Wait Time Queue**	**Average of Wait Time in Taxi**	**Average of Total Wait Time**	**Passengers on Departed**	**Sum of Capacity**	**Income**
120	**00:13**	**00:47**	**01:01**	**760**	**1978**	**R39,065.00**
Detailed Calculations						
Assumed number of operational days per month.					24	
Calculated income per month for 12-hour period (from 06:00 to 18:00) without any adjustment factor.						R 937,560
Apply correction in percentage to obtain 24-hour monthly and yearly income:						
12-hour to 24-hours.					15%	
Survey accuracy.					10%	
Local / internal operations.					10%	
Passengers that are loaded along the route and not at the taxi rank.					25%	
Increased vehicle trips during weekend.					15%	
Increased vehicle trips during for month ends, SASSA payment days and festive seasons.					20%	
Combined correction in percentage.					**95%**	
Adjustment factor for potential increase in income.					1.95	
Calculated income per month for the full operations.					-	R 1,828,242
Calculated income per month per taxi vehicle based on number of vehicles:						
As part of Taxi Association Records.					101	R 18,101
As part of LPRE Records.					38	R 48,112
As Part of Surveyed Records.					62	R 29,488

Secondly, develop total monthly cost alternatives that is relevant for the area where the Taxi Association is located.

The following are relevant:

a) **Table 5.1** contains the typical relevant items to determine the total monthly costs.

TABLE 5.1: MONTHLY VEHICLE COSTS	
Item Number	**Description of Item**
1.	**1. Variable Costs**
1.1	Maintenance
1.2	Tyres
1.3	Fuel
1.4	Contingencies
2	**Fixed Costs**
2.1	Monthly instalment for vehicle
2.2	Insurance for Vehicle and Passengers
2.3	Satellite Tracking
2.4	Driver
2.5	UIF
2.6	Ranking
2.7	Licence
2.8	Cleaning of Vehicle
2.9	Premises Rental
2.10	Accountant/Bookkeeper
2.11	Cell/Tel
2.12	Overheads
2.13	Bank Charges
3.	**Profit**

b) Workshopped alternatives with the relevant Taxi Associations member to test relevant values.
c) **Table 5.3** contains the recommended number of Operating Licences relevant to Letaba Taxi Association.
d) **Table 5.4** contains the recommended number of Operating Licences relevant to The Oaks Taxi Association.

TABLE 5.3: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licences to be issued.	**92**	**66**	**48**

TABLE 5.4: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licences to be issued	**35**	**23**	**14**

5.2 Chartered Services

Section 67 of the NLTA and Amended NLTA provides for the conditions of Charter Services.

5.3 Scholar Transport

Section 72 of the NLTA and Regulation 42 of the NLTA provides for the conditions of this type of service.

5.4 Staff Services

Section 68 of the NLTA and Amended NLTA regulates Staff services.

5.5 Long-distance Public Transport Services

Section 65 of the NLTA provides for the conditions of Long-distance Transport Services.

5.6 Metered Taxis

Section 66 of the NLTA and Amended NLTA provides for the conditions of Long-distance Transport Services.

5.7 Tourist Services

Sections 80, 81, 82, 83 and 84 of the NLTA and Amended NLTA provide conditions of Tourist Transport Services and are mainly dealt with by the NPTR.

5.8 Special Events and Major Special Events

Sections 60 and 61 of the NLTA and Amended NLTA and Regulation 20 of the National Land Transport Regulations (NLTR) deal with issues surrounding the application and granting of temporary licences for special and major special events.

5.9 Courtesy Services

Section 53 (1)(a) of the NLTA exempts courtesy services from needing an OL if the operator operates fewer than the prescribed number of and types of vehicles. NLTR, Regulation 29 prescribes that a maximum of two motor cars can be exempt from applying for OLs. However, if minibuses, midi-buses and buses are used they will need to be in possession of licences, the application which must be done through the relevant RE.

5.10 Tuk-tuks

Section 70 of the NLTA provides for Tuk-tuk services in addition to a set of conditions that was published.

5.11 Exemptions

Exemptions from the requirement of operating licences are provided for in Section 53 of the NLTA and Amended NLTA.

6. OPERATING LICENCES ADMINISTRATION SYSTEM

This section of the document outlines the critical importance of an information management system to inform the balancing of supply and demand of public transport services.

Tables A-1 and **A-2** of this **Annexure A** respectively contain the following information:

TABLE A-1: NUMBER OF VEHICLES PER MODE PER OPERATOR (INFORMATION OBTAINED FROM LPRE AND TAs).
TABLE A-2: NUMBER OF VEHICLES AND OPERATING LICENCES AS OBTAINED FROM LPRE.

The function of the Operating Licence Administrative System (OLAS) is to maintain an active record of all operating licencing data, related records of decisions and all public transport route information. A well-managed administration system would assist the balancing of the supply and demand of public transport services as a basis, as well as assisting with enforcement processes. The OLAS is a supplementary system to the OLP.

At this stage, the LPRE is responsible for the administration of the OLAS. The key objective of OLAS is to have a database that accurately and reliably reflects the details of all active OLs pertaining to the area at the time any new application is being considered. It is required that the OLAS is made available to the relevant PA so that they can have access to the information base and to make informed decisions in the evaluation andassessment of the applications.

From data processing related to the OLAS as part other Municipalities in the Limpopo Province, it is evident that the OLAS data are not 100% up to date. The typical inaccurate information related to information that should have been updated or information that is not removed from the OLAS are:

a) Replacement of vehicles (old data not removed from OLAS).
b) Transfer of OLs.
c) Renewal of OLs (old data not necessarily removed from OLAS).
d) Updated information provided by Taxi Associations (TA) not captured.
e) Lack of communication between LPRE, TAs and MLM.
f) TAs not providing updated information.
g) Information related to deceased.

An effective formal process to update the OLAS information is to:

a) Firstly, to complete a process that involves the ring-fencing of members and OLs per TA.
b) Secondly, to develop a Real-time Operational Strategy for OLAS for the Limpopo Province.
c) Thirdly, to consult and determine a way forward for members that do not comply with the requirements in terms of membership and OLs.

6.1 Ring-fencing of Members per TA

Table 6.1 contains the process to be followed between the LPRE, MLM and respective TAs that have a Point "A" of operation within MLM.

TABLE 6.1: PROCESS TO RING-FENCE MEMBERS AND OLS RELATED TO MEMBERS FOR TAS WITH A POINT "A" IN MLM

Actions	Related Tasks to Action	Responsibility
Step 1: **Verify all current taxi routes operated per TA.**	a) Obtain the latest route descriptions of relevant TA from LPRE. b) Obtain the latest route description of routes serviced by the relevant TA (TA members and TA's Executives Committee Members to approve). c) The relevant TA to meet as part of the verification of routes. d) MLM to provide information related to future planning that may affects any public transport operations in future. e) OLAS information to serve as a basis for verifying routes.	MLM/LPRE & TI
Step 2: **Confirm any taxi route/s that might be affected by the implementation of MDM-IPTN in future.**	a) Confirm network of routes served by respective affected TAs. b) Identify if routes served by relevant TAs might be affected by MDM-IPTN during any phase of implementation.	MLM/LPRE & TI
Step 3: **Verify the status of all TAs**.	a) Confirm if TA is registered at the LPRE.	MLM/LPRE & TI
Step 4: **Create OL database per TA.**	a) Identify and record all members per relevant TA. b) TAs to provide lists and details of their membership. c) LPRE to provide a list of registered members from the OLAS. d) LPRE to provide a list of expired/non-renewed OLs. e) Obtain copies of all active permits (OLs) per relevant TAs (complete network of routes). f) Identify following: i) OLs without a vehicle that is not used. ii) Uplifted OLs not used. iii) OLs not yet uplifted. iv) Operators with vehicles and no OLs. v) Identify unused and/or suitcase permits. vi) Identify any other categories that might arise. Should be agreed between parties that information will be used for the purpose of the ring-fencing and not to conduct law enforcement. g) Incorporated above.	MLM/LPRE & TI

TABLE 6.1: PROCESS TO RING-FENCE MEMBERS AND OLS RELATED TO MEMBERS FOR TAS WITH A POINT "A" IN MLM		
Actions	**Related Tasks to Action**	**Responsibility**
Step 5: **Update MLM and LPRE OLAS database.**	a) Identify potential corrections to update MLM database. b) Identify potential corrections to update the LPRE database. c) Update and correct LPRE Database where relevant. d) Relevant TA to assist MLM and LPRE in correcting their databases.	MLM/LPRE & TI
Step 6: **Inform relevant TA of need for and rationale behind OL verification process.**	a) Compile a programme through the working group for meeting with the relevant TA. b) Meet and explain process steps to unfold with all affected TA members and explain process and requirements. c) In all engagements with relevant operators, the MLM and TI must have a joint approach in going to meet members.	MLM/LPRE & TI
Step 7: **Verify OL data with LPRE OLAS.**	a) Verify and sign-off active OLs at LPRE. b) Verify and sign-off non-renewed OLs at MLM and LPRE. c) Verify and sign-off un-uplifted OLs at LPRE. d) Verify and sign-off suite case permits with LPRE. e) Data must be collected with the assistance of the Mopani District Taxi Council. (All data related to Step 4.)	MLM/LPRE & TI
Step 8: **Sign off the initial OL/ DATA lists agreed between MLM and TA**.	a) Complete correlation exercise and see if there is a relationship between the list of the TA, of the MLM and LPRE. b) Associations to sign off on the initial agreed membership list after corrections are completed.	MLM/LPRE & TI
Step 9 **Advertising to invite potentially affected operators to register with the municipality.**	a) Place advertisement and set up an internal procedure to create a database of the potential operators that might have been excluded to register with the MLM. b) Run this process in terms of PAJA requirements (to be verified by the municipal team). c) Categorise the list in terms of the TA. d) Engage executive of the relevant TA with the view to update and achieve final sign off on the list.	MLM/LPRE & TI
Step 10 **Membership ring-fencing.**	a) Membership and OL ring-fencing completed. b) No new members will be added to the signed database. c) Clear guidelines on OL and vehicle transfer to be provided as part of membership ring-fencing with specific reference to deceased members' family affairs.	MLM/LPRE & TI

6.2 Real-time Operational Strategy for OLAS in Limpopo Province

To sustain the key objective of OLAS to have a database that accurately and reliably reflects the details of all active OLs pertaining to the MLM at the time any new application is being considered, the following are required:

a) The development of a Real-time Operational Strategy for OLAS for the Limpopo Province (14 days buffer to allow for administrative processes).
b) The key role-players as part of the development of the strategy should include LPRE, district municipalities, local municipalities, taxi industry on provincial, district and local levels.
c) The Real-time Operational Strategy for OLAS for the Limpopo Province should be incorporated as part of the LPTF.

6.3 Potential Formalisation of Ring-fencing of TA Members

It will be necessary to consult with Taxi Industry Structures to determine the way forward for members who do not comply with the requirements in terms of membership and OLs. These members will be identified as part of the ring-fencing process for members with associated OLs.

It is recommended that a process should be negotiated between LPRE, Limpopo Provincial Taxi Council (LPTC) and SANTACO Mopani since the outcome of the negotiations will impact operators related to the Limpopo Province.

7. ENFORCEMENT STRATEGIES

This section of the document outlines the law enforcement strategies for ensuring compliance and enforcing the conditions on operating licences. It also includes institutional arrangements, the interrelationship with traffic law enforcement and the setting of targets and measuring performance and contains the following:

a) Institutional arrangements.
b) Interrelationship with traffic law enforcement.
c) Targets and measuring performance.

7.1 Institutional Arrangements

The current enforcement agencies comprise the following institutions, namely:

a) The South African Police Services (SAPS).
b) Limpopo Provincial Traffic.
c) MLM Traffic Department.
d) Cross Border Road Transport Agency Law Enforcers.

These four agencies should form a committee and regularly meet to discuss operational issues regarding compliance and enforcement ofconditions on the Operating Licences.

7.2 Interrelationship with Traffic Law Enforcement

The law enforcement agencies primarily involved in enforcing the requirements of both the NLTA, Amended NLTA and the National Road Traffic Act No. 93 of 1996 are the Traffic Inspectorates of both the MLM and the LDTCS, assisted where appropriate, by the South African Police Service (SAPS).

7.3 Target and Measuring Performance

Based on resource priorities, the setting of targets and measuring performance in relation to operating licence enforcement involves:

a) Reducing illegal public transport operations.
b) Addressing current overtrading of minibus taxi routes.
c) Resolving the issue of destructive competition between different services on the same routes or corridors.
d) More visible enforcement.
e) Improved enforcement of the public transport infrastructure priority measures.

8. CONCLUSION & RECOMMENDATIONS

This OLP guides the National Public Transport Regulator (NPTR) and the relevant regulating entities in the award of operating licences for contracted and non-contracted services within the jurisdictional and functional area, in concurrency with affected municipalities.

Based on the requirements of the NLTA no. 5 of 2009, Amended NLTA no. 23 of 2023 and the related NLTA Regulations, the MLM sets conditions for the granting of OLs by the NPTR and regulating entities. These conditions consist of general conditions applicable to all transactions as well as conditions specific to public transport services. These services include minibus taxis services, private bus services, learner services, staff services, long-distance public transport services, metered taxis services, charter services, tourist services, special events and major special events, courtesy services and Tuk-tuk services on which public transport services applications for OLs are transacted. When the city rejects an application, the granting authority must comply.

All data and information regarding operating licences must be reflected accurately and reliably in the OLAS to inform public transport transactions for all applications. At this stage, the LPRE is responsible for the OLAS. The data and information must be made accessible to MLM.

To enforce and ensure compliance with the conditions on the OL law enforcement strategies, including institutional arrangements, the interrelationship with traffic law enforcement, the setting of targets and measuring performance remain ongoing.

The OLP forms part of the Public Transport Plan (PTP) and the MLM 2025-2030 LITP. On approval of the LITP and in terms of Section 36 (6) of the NLTA, the Planning Authority will make its integrated transport plan available to the NPTR and the LPRE and make recommendations to them relevant to applications for new operating licences in the prescribed manner.

a) **Table 8.1** contains the recommended number of Operating Licences relevant to Letaba Taxi Association.
b) **Table 8.2** contains the recommended number of Operating Licences relevant to The Oaks Taxi Association.

TABLE 8.1: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 3,842,280		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL.	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	154	128	110
As part of LPRE Records.	62		
Number of additional Operating Licences to be issued.	**92**	**66**	**48**

TABLE 8.2: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENCES			
Description	**Scenarios**		
	Low	**Medium**	**High**
Calculated income per month for the full operations.	R 1,828,242		
Cost for 15-Seater, including Profit / Potential Income per Vehicle with OL	R25,000	R30,000	R35,000
Number of vehicles with OLs required based in TA monthly Income	73	61	52
As part of LPRE Records.	38		
Number of additional Operating Licences to be issued	**35**	**23**	**14**

The following are important prior to issuing the calculated the recommended number of Operating Licences per Taxi Association:

a) The Mopani District Municipality Enquiry and Maruleng Municipality Enquiry Teams, needs to play a leading role with the process of issuing new operating licences.
b) A process be followed between the LPRE, MLM (Enquiry Teams) and respective TAs that have a Point “A” of operation within MLM, to ring fence operators that could potentially qualify to obtain Operating Licences.
c) The Mopani District Taxi Council and the Limpopo Provincial Taxi Council should also sign off ring fenced operators and the plan to issue the additional Operating Licences.
d) The Mopani District Municipal and Maruleng Municipality Enquiry Teams should treat Operating Licences applications with Destinations (Point “B”) outside MLM borders with the necessary care to avoid possible conflict. Amongst other current Agreements between Taxi Associations, should be taken in consideration.

It is recommended that a dedicated post should be created for a Public Transport Regulation and Compliance official to be a dedicated position to administrate and facilitate the processes and activities between MLM, the Operators and LPRE or NPTR.

ANNEXURE A

VEHICLE INFORMATION FOR ALL MODES OF TRANSPORT

TABLE A-1: TAXI ASSOCIATION MEMBERSHIP INFORMATION								
NO	ASSOCIATION	NUMBER OF OPERATORS FROM LPRE			NUMBER OF OPERATORS FROM ASSOCIATIONS			NUMBER OF OPERATORS AS PART OF THE SURVEY
		NUMBER OF OPERATORS WITH OL	NUMBER OF OPERATORS UNLINKED	TOTAL NUMBER OF OPERATORS	NUMBER OF OPERATORS OL PROVIDED	NUMBER OF OPERATORS RAS NUMBER PROVIDED	TOTAL NUMBER OF OPERATORS	
1	LETABA TAXI ASSOCIATION	62	0	62	69	48	69	170
2	THE OAKS TAXI ASSOCIATION	35	3	38	27	26	101	62
3	BUSHBUCK RIDGE	N/A	N/A	N/A	N/A	N/A	N/A	6
TOTAL		**97**	**3**	**100**	**96**	**74**	**170**	**238**

ANNEXURE B

SUMMARY OF ROUTE AND RANK UTILIZATION SURVEYS

TABLE B-1: SUMMARY OF LETABA TAXI ASSOCIATION ROUTES AND FARES PER FACILITY

FACILITY (BOTSHABELO INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE1	Mahlakung	Letaba TA	R	30.00	Local

FACILITY (MA-BEANS INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE2	Mahlakung	Letaba TA	R	20.00	Local

FACILITY (MOLALANE INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE3	Mahlakung	Letaba TA	R	25.00	Local

FACILITY (WORSTA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE4	Mahlakung	Letaba TA	R	20.00	Local

FACILITY (METZ FORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE5	Johannesburg	LTA, MATA, NALDTA	R	350.00	Inter Provincial
2	F00LE5	Pretoria	LTA, MATA, NALDTA	R	350.00	Inter Provincial
3	F00LE5	Phalaborwa	LTA and LULEKANI TA	R	90.00	Local

FACILITY (BISMARK INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F00LE6	Local and	Letaba TA	R	15.00	Local
1		Mahlakung		R	20.00	

FACILITY (MAHLAKUNG MALL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE7	Sofaya	Letaba TA	R	20.00	Local
2	F00LE7	Mahlomelong	Letaba TA	R	20.00	Local
3	F00LE7	Loss & Bjele	Letaba TA	R	20.00	Local

FACILITY (SOFAYA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F00LE8	Local, Mahlakung	Letaba TA	R	10.00	Local
1				R	20.00	

FACILITY (KANANA INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F00LE9	Tzaneen	Letaba TA	R	50.00	Local

FACILITY (BALON INFROMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
	F0LE10	Mahlakung,	Letaba TA	R	20.00	Local
1		Tzaneen		R	50.00	

FACILITY (CALAIS INFORMAL TAXI RANK)

Item	Rank Code	Destinations	Taxi Association	Fare		Type of Service
1	F0LE11	Mahlakung	Letaba TA	R	25.00	Local

TABLE B-2: SUMMARY OF THE OAKS TAXI ASSOCIATION ROUTES AND FARES PER FACILITY						
FACILITY (BOTSHABELO INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS1	The Oaks	The Oaks TA	R	30.00	Local
2	F0OKS1	Hoedspruit	The Oaks TA	R	50.00	Local
FACILITY (MA-BEANS INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS2	The Oaks	The Oaks TA	R	20.00	Local
FACILITY (HOEDSPRUIT FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS3	The Oaks	The Oaks TA	R	50.00	Local
FACILITY (FINALE INFORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS4	Mahlakung	The Oaks TA	R	20.00	Local
FACILITY (THE OAKS FORMAL TAXI RANK)						
Item	**Rank Code**	**Destinations**	**Taxi Association**	**Fare**		**Type of Service**
1	F0OKS5	Botshabelo	The Oaks TA	R	30.00	Local
2	F0OKS5	Finale	The Oaks TA	R	15.00	Local
3	F0OKS5	Hoedspruit	The Oaks TA	R	35.00	Local
4	F0OKS5	Acornhoek	The Oaks TA	R	70.00	Inter District
5	F0OKS5	Burgersfort	The Oaks TA	R	120.00	Inter District
6	F0OKS5	Lydenburg	The Oaks TA	R	120.00	Local
7	F0OKS5	Tzaneen	The Oaks TA, Greater Tzaneen TA	R	70.00	Local
8	F0OKS5	Phalaborwa	The Oaks TA, Phalaborwa TA	R	70.00	Local
9	F0OKS5	Johannesburg	The Oaks TA, De OX TA	R	340.00	Inter Provincial
10	F0OKS5	Pretoria, Witbank	The Oaks TA, UNLDTA	R	340.00	Inter Provincial

TABLE B-3: SUMMARY OF ROUTE UTILISATION SURVEYS CONDUCTED AT TAXI FACILITIES IN MARULENG						
Facility	**Total Passengers**	**Total Taxi Capacity**	**Total taxi Trips**	**Unique Taxi Trips**	**Average Occupation per Vehicle**	**Average No. of Trips per Taxi**
Balloon	166	310	21	18	7.9	1.16
Bismark Taxi Rank	92	495	33	23	2.8	1.43
Bochabelo Taxi Rank	110	454	27	20	4.1	1.35
Calias Taxi Rank	53	210	14	13	3.8	1.08
Finale	14	90	6	6	2.3	1.00
Kanana Taxi Rank	535	550	38	38	14.1	1.00
Lebamba	13	110	5	4	2.6	1.25
Mabins Taxi Rank	286	732	50	32	5.7	1.56
Mahlakung Taxi Rank	1599	1780	118	85	13.6	1.39
Main Rank	96	176	8	4	12.0	2.00
Metz Taxi Rank	184	360	24	20	7.7	1.20
Pick n Pay	186	406	27	11	6.9	2.45
Sofaya Taxi Rank	340	525	35	26	9.7	1.35
Spar	108	150	10	4	10.8	2.50
The Oaks Taxi Rank	284	505	34	25	8.4	1.36
Worcester Taxi Rank	7	90	6	6	1.2	1.00

TABLE B-4: NUMBER OF TRIPS PER DESTINATION					
Destination	**Bushbuckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	12		5		17
Balloon		1			1
Bismarck		1			1
Botshabelo		1	8		9
Burgersfort			7		7
Cash Store			12		12
Ga Masokisi		27			27
Ga Sekororo		5			5
Hoedspruit			16		16
Johannesburg		2	1		3
Kanana		4			4
Local and Mahlakung		11	14		25
Lorraine		13			13
Loss & Bjele		1			1
Lydenburg			3		3
Mabins Crossing		39			39
Mahaune		1			1
Mahlakung Mall		120	1		121
Mahlomelong		2			2
Main Rank			10		10
Masokisi		1			1
Metz		43			43
Phalaborwa			3		3
Pretoria				1	1
Spar		1	11		12
The Oaks		16	25		41
Tzaneen		38	4		42
Wercester		1			1
Grand Total	**12**	**328**	**120**	**1**	**461**

TABLE B-5: NUMBER OF PASSENGER SERVED PER DESTINATION					
Destination	**Bush-Buckridge TA**	**Letaba TA**	**The Oaks TA**	**ULDTS**	**Grand Total**
Acornhoek	152		42		194
Balloon		12			12
Bismarck		15			15
Botshabelo		11	96		107
Burgersfort			85		85
Cash Store			66		66
Ga Masokisi		81			81
Ga Sekororo		9			9
Hoedspruit			82		82
Johannesburg		21	10		31
Kanana		34			34
Local and Mahlakung		77	99		176
Lorraine		105			105
Loss & Bjele		13			13
Lydenburg			36		36
Mabins Crossing		585			585
Mahaune		6			6
Mahlakung Mall		1092	2		1094
Mahlomelong		24			24
Main Rank			13		13
Masokisi		2			2
Metz		437			437
Phalaborwa			28		28
Pretoria				4	4
Spar		3	17		20
The Oaks		93	159		252
Tzaneen		522	25		547
Wercester		15			15
Grand Total	**152**	**3157**	**760**	**4**	**4073**

TABLE B-6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Balloon	Mahlakung Mall	21
	Total Trips for Balloon	**21**
Bismark Taxi Rank	Ga Masokisi	27
Bismark Taxi Rank	Ga Sekororo	5
Bismark Taxi Rank	Masokisi	1
	Total Trips for Bismark Taxi Rank	**33**
Bochabelo Taxi Rank	Kanana	1
Bochabelo Taxi Rank	Lorraine	6
Bochabelo Taxi Rank	Mahlakung Mall	4
Bochabelo Taxi Rank	Metz	2
	Total Trips for Bochabelo Taxi Rank	**13**
Calias Taxi Rank	Mahlakung Mall	13
Calias Taxi Rank	Tzaneen	1
	Total Trips for Calias Taxi Rank	**14**
Kanana Taxi Rank	Kanana	1
Kanana Taxi Rank	Tzaneen	37
	Total Trips for Kanana Taxi Rank	**38**
Mabins Taxi Rank	Mahlakung Mall	31
Mabins Taxi Rank	The Oaks	16
	Total Trips for Mabins Taxi Rank	**47**
Mahlakung Taxi Rank	Mahlakung Mall	1
Mahlakung Taxi Rank	The Oaks	1
Mahlakung Taxi Rank	Mahlakung Mall	2
Mahlakung Taxi Rank	The Oaks	39
Mahlakung Taxi Rank	Mahlakung Mall	37
Mahlakung Taxi Rank	The Oaks	17
	Total Trips for Mahlakung Taxi Rank	**97**
Metz Taxi Rank	Mahlakung Mall	2
Metz Taxi Rank	The Oaks	22
	Total Trips for Metz Taxi Rank	**24**
Pick n Pay	Spar	1
	Total Trips for Pick n Pay	**1**
Sofaya Taxi Rank	Balloon	1
Sofaya Taxi Rank	Botshabelo	1
Sofaya Taxi Rank	Kanana	2
Sofaya Taxi Rank	Local and Mahlakung	8
Sofaya Taxi Rank	Lorraine	5
Sofaya Taxi Rank	Loss & Bjele	1
Sofaya Taxi Rank	Mahaune	1
Sofaya Taxi Rank	Mahlakung Mall	11
Sofaya Taxi Rank	Mahlomelong	2

TABLE B-6: LETABA TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Sofaya Taxi Rank	Metz	2
Sofaya Taxi Rank	Wercester	1
Total Trips for Sofaya Taxi Rank		**35**
Worcester Taxi Rank	Local and Mahlakung	2
Worcester Taxi Rank	Mahlakung Mall	3
Total Trips for Worcester Taxi Rank		**5**
Grand Total		**328**

TABLE B-7: THE OAKS TAXI ASSOCIATION NUMBER OF TRIPS PER FACILITY AND DESTINATION		
Facility	**Destination**	**No of Trips**
Bochabelo Taxi Rank	Hoedspruit	10
Bochabelo Taxi Rank	The Oaks	4
	Total Trips for Bochabelo Taxi Rank	**14**
Finale	The Oaks	6
	Total Trips for Finale	**6**
Lebamba	Main Rank	10
	Total Trips for Lebamba	**10**
Mabins Taxi Rank	The Oaks	3
	Total Trips for Mabins Taxi Rank	**3**
Mahlakung Taxi Rank	Local and Mahlakung	14
Mahlakung Taxi Rank	Phalaborwa	3
Mahlakung Taxi Rank	Tzaneen	4
	Total Trips for Mabins Taxi Rank	**21**
Main Rank	Botshabelo	8
	Total Trips for Mabins Main Rank	**8**
Pick n Pay	Hoedspruit	1
Pick n Pay	Spar	11
Pick n Pay	The Oaks	2
	Total Trips for Pick n Pay	**14**
	The Oaks	10
	Total Trips for Spar	**10**
The Oaks Taxi Rank	Acornhoek	5
The Oaks Taxi Rank	Burgersfort	7
The Oaks Taxi Rank	Cash Store	12
The Oaks Taxi Rank	Hoedspruit	5
The Oaks Taxi Rank	Johannesburg	1
The Oaks Taxi Rank	Lydenburg	3
	Total Trips for The Oaks Taxi Rank	**33**
Worcester Taxi Rank	Mahlakung Mall	1
	Total Trips for Worcester Taxi Rank	**1**
	Grand Total	**120**

TABLE B-8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Balloon	**21**	**0:02**	**0:07**	**0:10**	**166**	**310**	**R3,320.00**
Mahlakung Mall	21	0:02	0:07	0:10	166	310	R3,320.00
Bismark Taxi Rank	**33**	**0:06**	**0:06**	**0:12**	**92**	**495**	**R1,840.00**
Ga Masokisi	27	0:07	0:06	0:13	81	405	R1,620.00
Ga Sekororo	5	0:03	0:05	0:08	9	75	R180.00
Masokisi	1	0:00	0:01	0:01	2	15	R40.00
Bochabelo Taxi Rank	**13**	**0:01**	**0:03**	**0:05**	**61**	**195**	**R1,980.00**
Kanana	1	0:04	0:00	0:04	3	15	R105.00
Lorraine	6	0:01	0:03	0:05	27	90	R945.00
Mahlakung Mall	4	0:00	0:05	0:05	24	60	R720.00
Metz	2	0:04	0:02	0:06	7	30	R210.00
Calias Taxi Rank	**14**	**0:00**	**0:02**	**0:03**	**53**	**210**	**R1,100.00**
Mahlakung Mall	13	0:00	0:02	0:02	51	195	R1,020.00
Tzaneen	1	0:00	0:04	0:04	2	15	R80.00
Kanana Taxi Rank	**38**	**0:00**	**0:11**	**0:12**	**535**	**550**	**R26,750.00**
Kanana	1	0:00	0:06	0:06	15	15	R750.00
Tzaneen	37	0:00	0:11	0:12	520	535	R26,000.00
Mabins Taxi Rank	**47**	**0:10**	**0:08**	**0:18**	**271**	**690**	**R5,420.00**
Mahlakung Mall	31	0:09	0:06	0:15	178	465	R3,560.00
The Oaks	16	0:12	0:13	0:25	93	225	R1,860.00
Mahlakung Taxi Rank	**97**	**0:03**	**0:17**	**0:20**	**1447**	**1453**	**R24,405.00**
Bismarck	1	1:17	1:29	2:46	15	15	R225.00
Local and Mahlakung	1	0:05	0:52	0:57	9	13	R135.00
Lorraine	2	0:01	0:14	0:15	28	30	R420.00
Mabins Crossing	39	0:02	0:12	0:15	585	585	R11,700.00
Mahlakung Mall	37	0:03	0:15	0:19	555	555	R8,100.00
Metz	17	0:00	0:25	0:25	255	255	R3,825.00
Metz Taxi Rank	**24**	**0:05**	**0:29**	**0:34**	**184**	**360**	**R9,795.00**
Johannesburg	2	0:02	2:59	3:01	21	30	R7,350.00
Metz	22	0:05	0:15	0:21	163	330	R2,445.00
Pick n Pay	**1**	**1:28**	**0:39**	**2:07**	**3**	**15**	**R30.00**
Spar	1	1:28	0:39	2:07	3	15	R30.00
Sofaya Taxi Rank	**35**	**0:01**	**0:06**	**0:07**	**340**	**525**	**R7,360.00**
Balloon	1	0:01	0:03	0:04	12	15	R240.00
Botshabelo	1	0:09	0:05	0:14	11	15	R385.00
Kanana	2	0:00	0:06	0:06	16	30	R320.00

TABLE B-8: SUMMARY OF WAITING AND SUM OF INCOME FOR LETABA TAXI ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Local and Mahlakung	8	0:00	0:07	0:07	67	120	R1,340.00
Lorraine	5	0:01	0:08	0:09	50	75	R1,000.00
Loss & Bjele	1	0:05	0:06	0:11	13	15	R260.00
Mahaune	1	0:00	0:01	0:01	6	15	R120.00
Mahlakung Mall	11	0:01	0:06	0:07	114	165	R2,280.00
Mahlomelong	2	0:00	0:03	0:04	24	30	R630.00
Metz	2	0:00	0:10	0:11	12	30	R260.00
Worcester	1	0:00	0:00	0:00	15	15	R525.00
Worcester Taxi Rank	**5**	**0:01**	**0:04**	**0:05**	**5**	**75**	**R100.00**
Local and Mahlakung	2	0:00	0:09	0:09	1	30	R20.00
Mahlakung Mall	3	0:02	0:01	0:03	4	45	R80.00
Grand Total	**328**	**0:04**	**0:12**	**0:16**	**3157**	**4878**	**R82,100.00**

TABLE B-9: SUMMARY OF WAITING AND SUM OF INCOME FOR THE OAKS ASSOCIATION							
Facility and Route Destination	**Number of Trips**	**Average of Waiting time Queue**	**Average Waiting Time per Taxi**	**Average of Total Waiting Time**	**Sum of Number Passengers on Depart**	**Sum of Capacity**	**Sum of Income**
Bochabelo Taxi Rank	**14**	**0:09**	**0:07**	**0:16**	**49**	**259**	**R2,135.00**
Hoedspruit	6	0:09	0:04	0:13	17	118	R850.00
Hoedspruit	4	0:17	0:12	0:29	16	81	R725.00
The Oaks	4	0:00	0:06	0:07	16	60	R560.00
Finale	**6**	**0:12**	**0:10**	**0:22**	**14**	**90**	**R210.00**
The Oaks	6	0:12	0:10	0:22	14	90	R210.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**11**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	11	110	R0.00
Lebamba	**5**	**0:02**	**0:40**	**0:42**	**2**	**110**	**R0.00**
Main Rank	5	0:02	0:40	0:42	2	110	R0.00
Mabins Taxi Rank	**3**	**0:03**	**0:06**	**0:09**	**15**	**42**	**R300.00**
The Oaks	3	0:03	0:06	0:09	15	42	R300.00
Mahlakung Taxi Rank	**21**	**0:19**	**1:06**	**1:26**	**152**	**327**	**R5,195.00**
Local and Mahlakung	14	0:17	0:25	0:42	99	222	R1,485.00
Phalaborwa	3	0:15	2:52	3:07	28	45	R1,960.00
Tzaneen	4	0:32	2:13	2:45	25	60	R1,750.00
Main Rank	**8**	**0:27**	**1:16**	**1:43**	**96**	**176**	**R4,800.00**
Botshabelo	8	0:27	1:16	1:43	96	176	R4,800.00
Pick n Pay	**14**	**0:11**	**0:27**	**0:38**	**31**	**209**	**R510.00**
Hoedspruit	1	0:17	0:25	0:42	8	14	R280.00
Spar	11	0:12	0:27	0:40	17	165	R170.00
The Oaks	2	0:01	0:29	0:30	6	30	R60.00
Spar	**10**	**0:09**	**1:35**	**1:45**	**108**	**150**	**R3,780.00**
The Oaks	10	0:09	1:35	1:45	108	150	R3,780.00
The Oaks Taxi Rank	**33**	**0:15**	**0:55**	**1:10**	**280**	**490**	**R22,095.00**
Acornhoek	5	0:13	1:03	1:17	42	75	R2,940.00
Burgersfort	7	0:24	0:50	1:14	85	102	R10,200.00
Cash Store	11	0:11	0:23	0:34	61	163	R0.00
Cash Store	1	0:00	0:22	0:22	5	15	R0.00
Hoedspruit	5	0:06	0:59	1:06	41	75	R1,235.00
Johannesburg	1	0:00	5:17	5:17	10	15	R3,400.00
Lydenburg	3	0:34	1:27	2:01	36	45	R4,320.00
Worcester Taxi Rank	**1**	**0:01**	**0:00**	**0:01**	**2**	**15**	**R40.00**
Mahlakung Mall	1	0:01	0:00	0:01	2	15	R40.00
Grand Total	**120**	**0:13**	**0:47**	**1:01**	**760**	**1978**	**R39,065.00**