LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

2025-2030

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

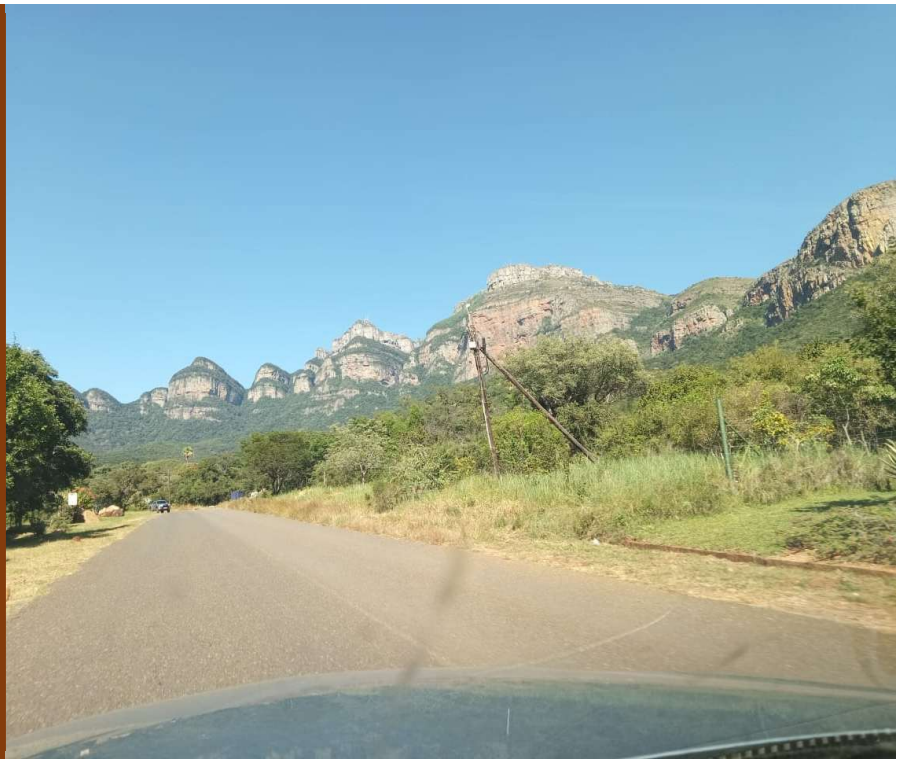
DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY



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

Appendix B-2

Rationalisation Plan (RatPlan)



LOCAL INTEGRATED TRANSPORT PLAN

MARULENG LOCAL MUNICIPALITY

LIMPOPO
PROVINCIAL GOVERNMENT
REPUBLIC OF SOUTH AFRICA

DEPARTMENT OF
TRANSPORT AND COMMUNITY SAFETY

2025-2030 RATIONALISATION PLAN (RATPLAN)



PREPARED FOR:	ADDRESS:
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Table of Contents

1 INTRODUCTION 1
2 STATUS QUO OF PUBLIC TRANSPORT IN MLM 2
2.1 Demand Side Analysis 2
2.2 SUPPLY SIDE ANALYSIS 6
2.3 Data Collection 9
2.4 Bus and Railway Services 9
2.5 Scholar Transport 9
2.6 Public Transport Trip Patterns 9
3 OPERATIONAL PLAN 12
3.1 Minimum Quality of Service 12
3.2 Corridor and Network Development 12
3.3 Operational and Infrastructure Plan 16
4 NON-MOTORISED TRANSPORT INTEGRATION 20
4.1 Proposed NMT Links 20
5 FINANCIAL MODEL 23
5.1 Public Transport Operations 23
5.2 Public Transport Related Infrastructure 25
6 BUSINESS AND FINANCIAL PLAN 27
6.1 Revenue And Cost Analysis 27
6.2 Public Transport Operations Implementation Plan 29
6.3 Infrastructure Implementation Plan 29
6.4 Operational Subsidy 34
7 OPERATIONAL PLAN 35
8 IMPLEMENTED CONTRACT DURING 2025 37

List of Tables

TABLE 2.1: MAJOR ROADS FOR MLM WITHIN MDM (SEE TABLE 3-3 AS PART MDM-IPTN)
TABLE 2.2: SUMMARY PAVEMENT TYPES FOR MAJOR ROADS FOR MLM WITHIN THE MDM (SEE TABLE 3.4 AS PART MDM-IPTN)
TABLE 2.3: FOR SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)
TABLE 3.1: DERIVED DEMAND MLM CORRIDORS (SEE TABLE 5.7 AS PART MDM-IPTN)
TABLE 3.2: MLM NETWORK ROUTES (SEE FIGURE 5.8 AS PART MDM-IPTN)
TABLE 3.3: PUBLIC TRANSPORT SERVICES WITHIN MDM (SEE TABLE 5.14 AS PART MDM-IPTN)
TABLE 3.4: PROPOSED ALLOCATION OF PUBLIC TRANSPORT MODES PER NETWORK ROUTE WITHIN MLM (SEE FIGURE 5.18 AS PART MDM-IPTN)
TABLE 4.1: STATE OF NMT FACILITIES ALONG TRUNK ROUTES (SEE TABLE 6.10 AS PART MDM-IPTN)
TABLE 4.2: STATE OF NMT FACILITIES ALONG FEEDER ROUTES (SEE TABLE 6.11 AS PART MDM-IPTN)
TABLE 4.3: PROPOSED NMT LINKS WITHIN MLM (SEE TABLE 6.12 AS PART OF MDM-IPTN)
TABLE 5.1: FLEET REQUIREMENT FOR MLM BASED ON A 10% PASSENGER DEMAND GROWTH FACTOR (SEE TABLE 7.1 AS PART MDM-IPTN)
TABLE 5.2: MLM AVERAGE TRIP DISTANCES WITHIN MDM (SEE TABLE 7.2 AS PART MDM-IPTN)
TABLE 5-3: FLEET AND OPERATING COSTS PER PUBLIC TRANSPORT MODE (SEE TABLE 7.3 AS PART MDM-IPTN)
TABLE 5.4: MLM GRAVEL ROADS UPGRADE WITHIN MDM: ESTIMATED COSTS (SEE TABLE 7-3 AS PART MDM-IPTN)
TABLE 5.5: MOPANI AND LOCAL MUNICIPALITIES EQUITABLE SHARE ALLOCATION (DORA 2023 AS BASE YEAR) (SEE TABLE 7-6 AS PART MDM-IPTN)
TABLE 5.6: ESTIMATION OF COSTS (2023 MONITORY VALUE) FOR PUBLIC TRANSPORT STOPS. (SEE TABLE 7-7 AS PART MDM-IPTN)
TABLE 5.7: ESTIMATED NUMBER OF RANKS AND INTERMODAL FACILITIES PER LM WITHIN MLM AND THE ESTIMATED COSTS, 2023 MONITORY VALUE. (SEE TABLE 7.7 AS PART MDM-IPTN)
TABLE 5.8: 5-YEAR RANK AND INTERMODAL FACILITIES PROPOSED IMPLEMENTATION AT 2023 MONITORY VALUE. (SEE TABLE 7.9 AS PART MDM-IPTN)
TABLE 6.1: MODAL UPGRADE: REPLACE THE OLD MINIBUS WITH NEW MINI AND MIDI-BUSES. (SEE TABLE 8.1 AS PART MDM-IPTN)
TABLE 6.2: BUS REPLACEMENT PROGRAMME (SEE TABLE 8.2 AS PART MDM-IPTN)
TABLE 6.3: ESTIMATED FARE REVENUE FOR MARULENG (SEE TABLE 8.8 AS PART MDM-IPTN)

TABLE 6.4: SUMMARY OF ESTIMATED MONTHLY AND ANNUAL FARE REVENUE AND FLEET (SEE TABLE 8.9 AS PART MDM-IPTN)
TABLE 6.5: MARULENG OPERATIONS ROLL OUT (SEE TABLE 8.14 AS PART MDM-IPTN)
TABLE 6.6: GRAVEL ROAD PER NETWORK PER LOCAL MUNICIPALITY IN THE MDM (SEE TABLE 8.16 AS PART MDM-IPTN)
TABLE 6.7: INDICATES THE EXTENT OF GRAVELS ROADS THAT WILL BE UPGRADED IN MLM AS PART OF THE MDM-IDP. (SEE TABLE 8.17 AS PART MDM-IPTN)
TABLE 6.8: PUBLIC TRANSPORT RANKS ALONG THE MDM-IPTN (SEE TABLE 8.20 AS PART MDM-IPTN)
TABLE 6.9: FIVE-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (BEST-CASE SCENARIO) (SEE TABLE 8.21 AS PART MDM-IPTN)
TABLE 6.10: SEVEN-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (WORST-CASE SCENARIO) (SEE TABLE 8.22 AS PART MDM-IPTN)
TABLE 6.11: COST ESTIMATES FOR PUBLIC TRANSPORT RANKS (SEE TABLE 8.23 AS PART MDM-IPTN)
TABLE 6.12: INTER-MODAL FACILITIES FOR MDM -IPTN (SEE TABLE 8.26 AS PART MDM-IPTN)
TABLE 6.13: IMPLEMENTATION ROLLOUT OF INTER-MODAL FACILITIES (SEE TABLE 8.27 AS PART MDM-IPTN)
TABLE 6.14: INTER-MODAL FACILITIES QUANTITY, SIZE, AND ESTIMATED COSTS. (SEE TABLE 8-28 AS PART MDM-IPTN)
TABLE 6.16: MODELLED SUBSIDY RATE SCENARIOS PER KM PER MONTH TO BREAKEVEN. (SEE TABLE 8-31 AS PART MDM-IPTN)
TABLE 7.1: INCREMENTAL APPROACH TO INFRASTRUCTURE UPGRADING WITHIN MLM AS PART OF THE MDM-IPTN (SEE TABLE 9.2 AS PART MDM-IPTN)
TABLE 8.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025
TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025

List of Figures

FIGURE 2.1: MLM IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY (SEE FIGURE 3-1 AS PART MDM-IPTN)
FIGURE 2.2: MLM POPULATION IN RELATION TO OTHER LOCAL MUNICIPALITIES IN MDM (SEE FIGURE 3.2 AS PART MDM-IPTN)
FIGURE 2.3: PROVIDES AN OVERVIEW OF THE NATIONAL TRANSPORT ACCESS ROUTES FROM AND TO MLM WITHIN MDM. (SEE FIGURE 3.3 AS PART MDM-IPTN)
FIGURE 2.4: GRAPHICAL PRESENTATION OF PAVED AND GRAVEL ROADS WITHIN MDM (SEE FIGURE 3.6 AS PART MDM-IPTN)
FIGURE 2.5: PROVIDES THE PUBLIC TRANSPORT ROUTE COVERAGE WITHIN THE MDM (SEE FIGURE 3.8 AS PART MDM-IPTN)
FIGURE 2.6: MLM SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)
FIGURE 2.7: PROVIDES MLM PASSENGER DEMAND/O-D PATTERNS FOR SUBSIDISED BUS SERVICES WITHIN MDM. (SEE FIGURE 3.11 AS PART MDM-IPTN)
FIGURE 3.1: PROPOSED MLM-IPTN NETWORK AND ROUTES (PRIMARY, TRUNK AND FEEDER) WITHIN MDM. (SEE FIGURE 5.2 AS PART MDM-IPTN).
FIGURE 3.2: MLM NETWORK ROUTES WITHIN MDM (SEE FIGURE 5.6 AS PART MDM-IPTN)
FIGURE 4.1: MARULENG LOCAL MUNICIPALITY NMT LINKS (SEE FIGURE 6.6 AS PART MDM-IPTN)
FIGURE 8.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM
FIGURE 8.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

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

This document is based on an extraction from the Mopani District Municipality (MDM) Integrated Public Transport Network (IPTN), December 2023, specifically in terms of that which is relevant to Maruleng Local Municipality (MLM) and includes the following:

a) **Status Quo** including Demand Side Analysis, Supply Side Analysis, Data Collection, Bus and Railway Services, Scholar Transport and Public Transport Patterns.
b) **Operational Plan** including Minimum Quality of Service, Corridor and Network Development and Operational and Infrastructure Plan.
c) **Non-Motorised Transport.**
d) **Financial Model** including Public Transport Operations and Public Transport Related Infrastructure.
e) **Business and Financial Plan** including Revenue and Cost Analysis, Public Transport Operations Implementation Plan, Infrastructure Implementation Plan and Operational Subsidy.
f) **Conclusions.**

It should be noted that during April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province".* The subsidised bus services in the Limpopo Province, which include MLM, were rationalised as part of the preparation of the Document. The results should therefore be incorporated as part of the development of District and Local Municipalities IPTNs and ITPs.

As of the 1st of April 2025, new bus contracts were implemented across MDM. Section 8 of the MDM Rationalisation Plan provides detailed information related to the relevant new bus contracts.

2 STATUS QUO OF PUBLIC TRANSPORT IN MLM

The subsequent sections will elaborate on:

a) Demand Side Analysis.
b) Supply Side Analyses.
c) Data Collection.
d) Bus and Railway Services.
e) Scholar Transport.
f) Public Transport Trip Patterns.

2.1 Demand Side Analysis

The subsequent subsections related to the Demand Side Analysis refer to:

a) Geographical Location.
b) Demographics.
c) District Access Routes.

2.1.1 Geographical Location

Figure 2.1 shows MLM in relation to the Mopani District Municipality (see **Figure 3-1** as part MDM-IPTN).

2.1.2 Demographics

Mopani District Municipality has a total population of 1 372 872 (Census 2022) which contributes 20,9% to Limpopo province's total population. The population of each local municipality is displayed in **Figure 2.2**. MLM has the least urbanised population at 8.5%, whilst it has the greatest unemployment at 62%.

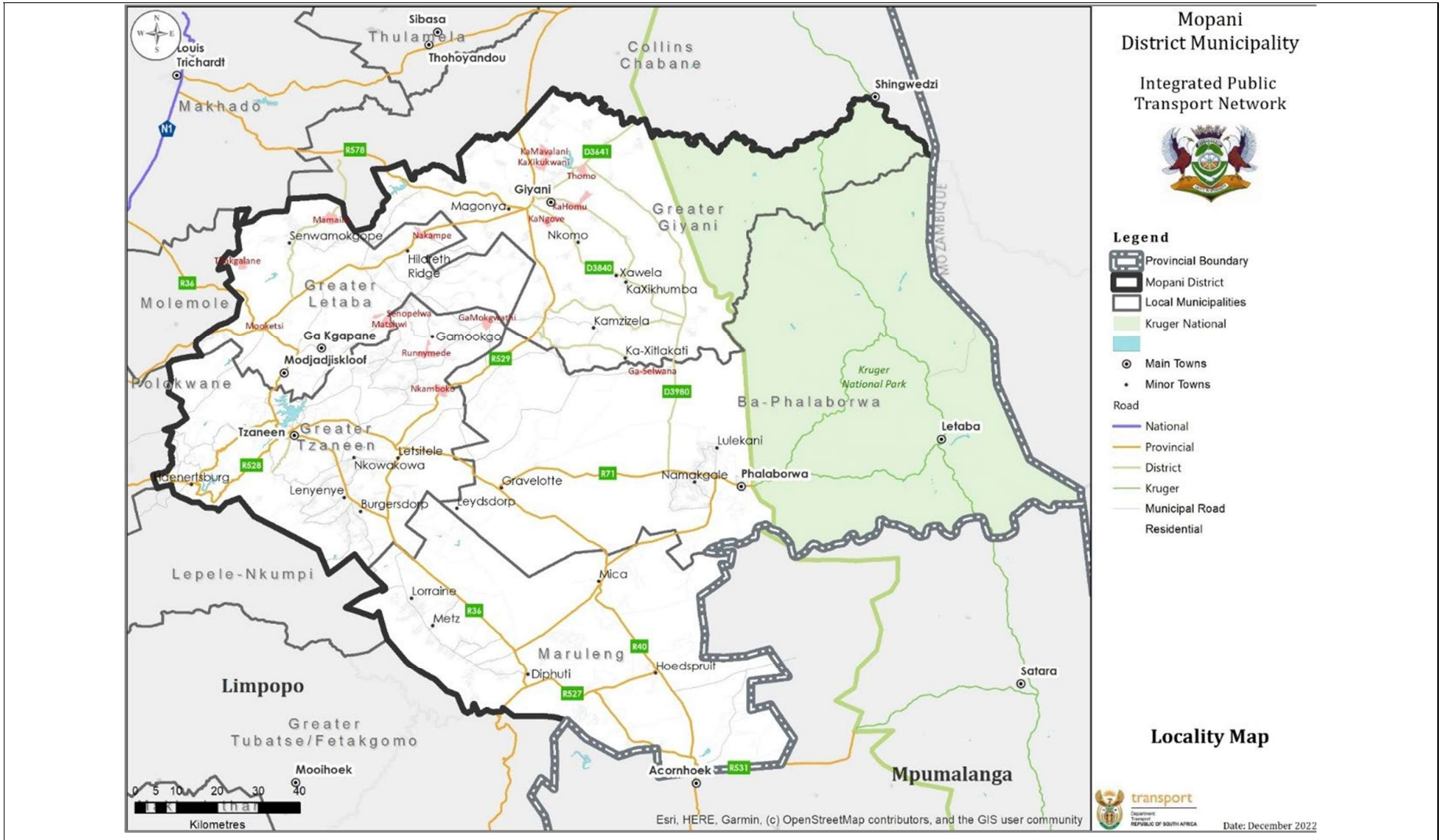


FIGURE 2.1: MLM IN RELATION TO THE MOPANI DISTRICT MUNICIPALITY (SEE FIGURE 3-1 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

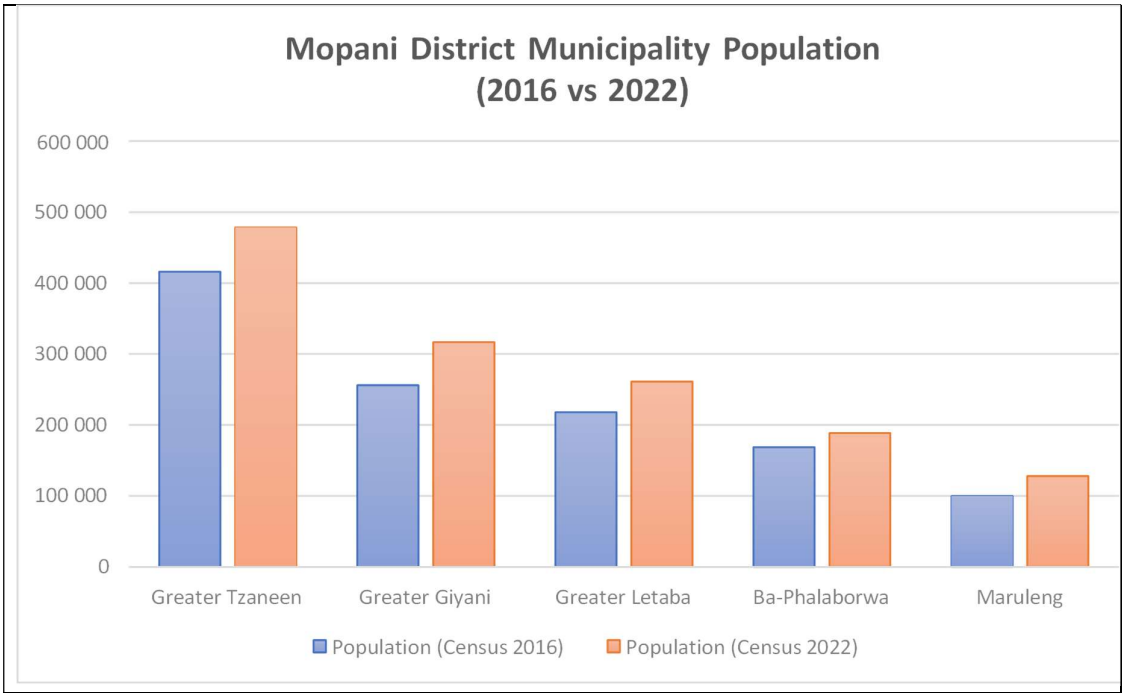


FIGURE 2.2: MLM POPULATION IN RELATION TO OTHER LOCAL MUNICIPALITIES IN MDM (SEE FIGURE 3.2 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.1.3 Demographics

Figure 2.3 provides an overview of "National Transport Access Routes" from and to MLM.

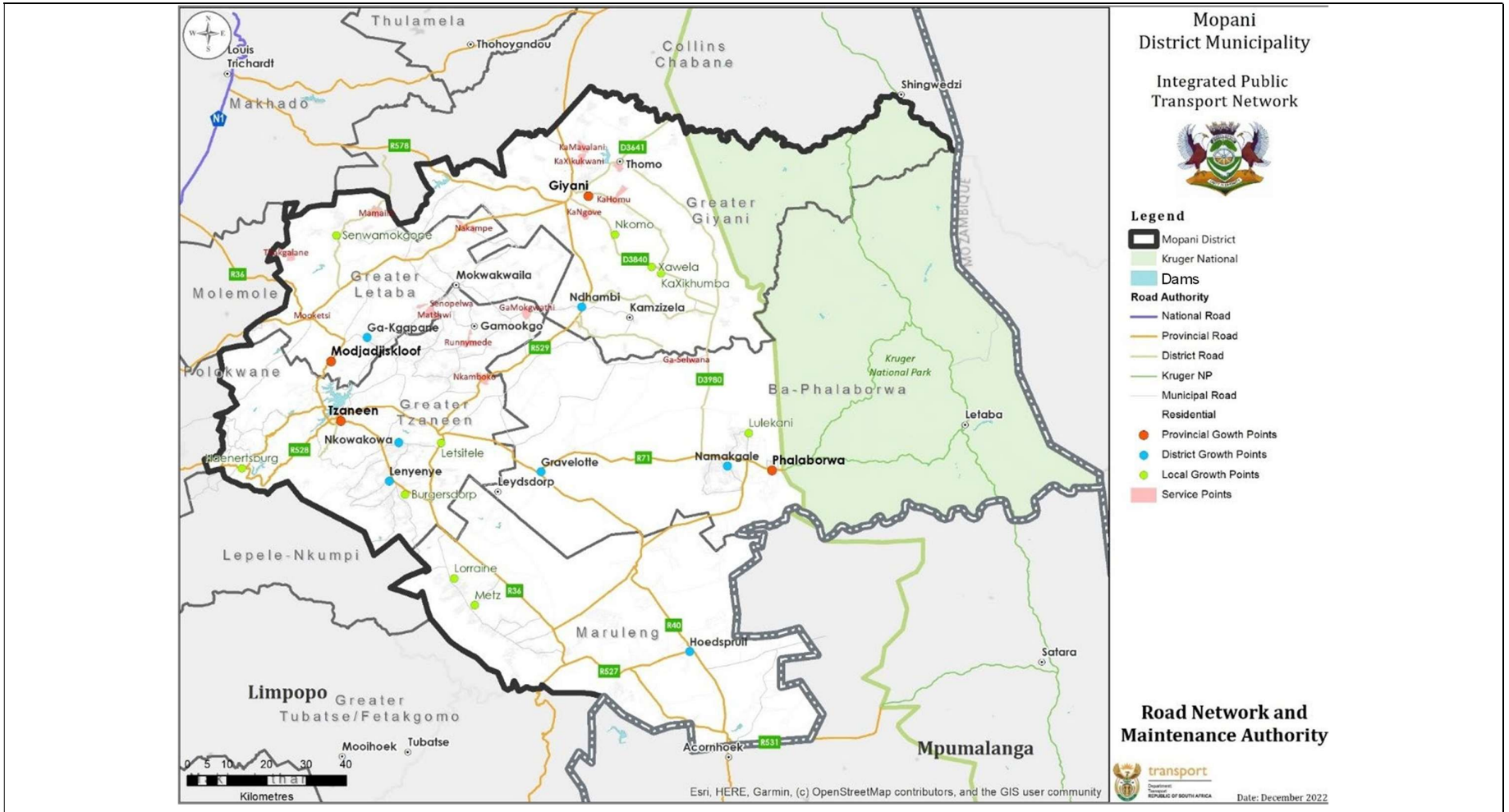


FIGURE 2.3: PROVIDES AN OVERVIEW OF THE NATIONAL TRANSPORT ACCESS ROUTES FROM AND TO MLM WITHIN MDM. (SEE FIGURE 3.3 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.2 SUPPLY SIDE ANALYSIS

The subsequent subsections related to the Supply Side Analysis will elaborate on:

a) Major Roads within MLM.
b) Pavement Conditions.
c) Public Transport Services and Coverage.
d) Public Transport Challenges.

2.2.1 Major Roads with MLM.

The major roads within the MLM within MDM are shown in **Table 2.1**.

TABLE 2.1: MAJOR ROADS FOR MLM WITHIN MDM (SEE TABLE 3-3 AS PART MDM-IPTN)

ID	Corridor	Description
9.	Hoedspruit towards Acornhoek	Road R40 runs from the border of Ba-Phalaborwa to Hoedspruit to Acornhoek.
10.	Hoedspruit to The Oaks	Road R527 runs from R40 towards The Oaks into the R36 towards Ohrigstad and N4.

Source: MDM-IPTN, 2023

2.2.2 Pavement Conditions.

Table 2.2 provides a summary of the pavement types for major roads for MLM within the MDM (see Table 3-4 as part **MDM-IPTN**).

TABLE 2.2: SUMMARY PAVEMENT TYPES FOR MAJOR ROADS FOR MLM WITHIN THE MDM (SEE TABLE 3.4 AS PART MDM-IPTN)

Name of Local Municipality	Paved road network (km)	Unpaved road Network (km)	Total road network per LM (km)
Greater Tzaneen LM	301,6	2789,76	3091,36
Ba-Phalaborwa LM	269,95	528,55	798,5
Greater Letaba LM	591,2	621,8	1213
Greater Giyani LM	314,6	3200,08	3514,68
Maruleng local municipality	**89,5**	**1310,71**	**1400,21**
Total municipal road network for MDM	1566,85	8450,9	10017,75
Total road network owned by RAL in MDM	1243,00	1491,00	2734,00
Total road network owned by SANRAL in MDM	677,90	0	677,90

Source: MDM-IPTN, 2023

Table 2.2 and **Figure 2.4** show that a high percentage of the roads, more than 70%, leading to the rural population of the MLM, are not tarred / paved. Therefore, the mobility and accessibility of people, goods and services to these areas is hindered.

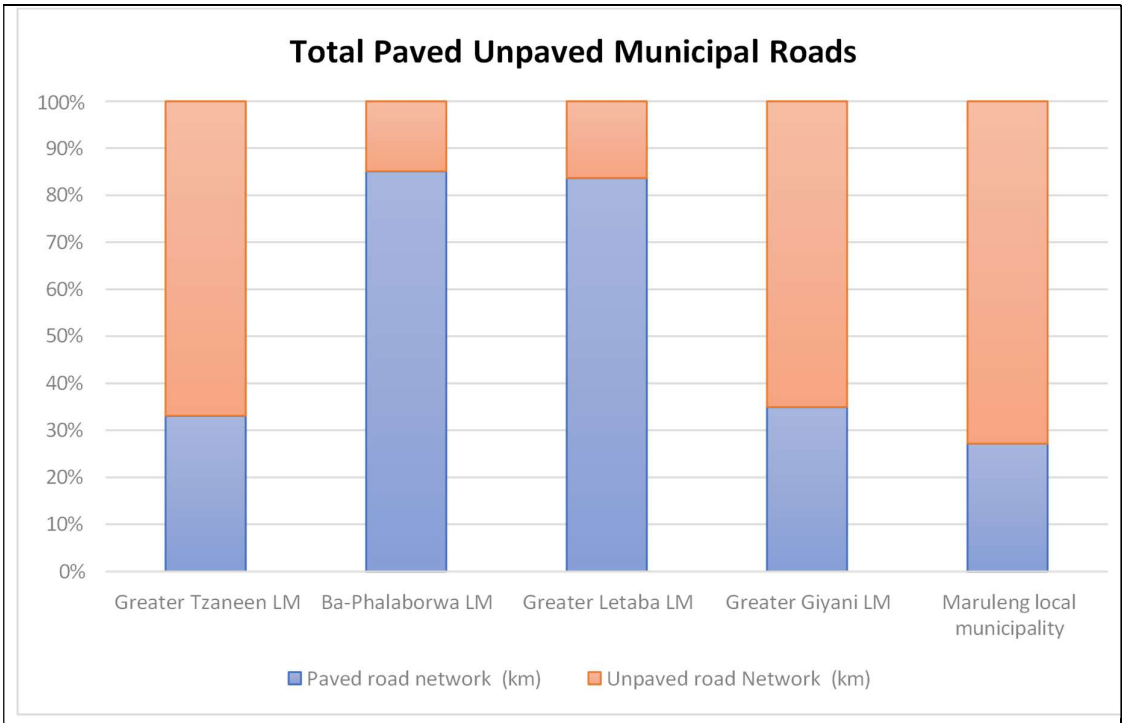


FIGURE 2.4: GRAPHICAL PRESENTATION OF PAVED AND GRAVEL ROADS WITHIN MDM (SEE FIGURE 3.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.2.3 Public Transport Services and Coverage.

Figure 2.5 provides the Public Transport Route Coverage within the MDM that includes MLM. (see Figure 3.8 as part MDM-IPTN)

2.2.4 Public Transport Challenges.

Based on MDM-IPTN there is a lack of formal farm workers transport from the MLM villages to farms located in MLM, as opposed to the formal transport system from Mpumalanga to MLM farms.

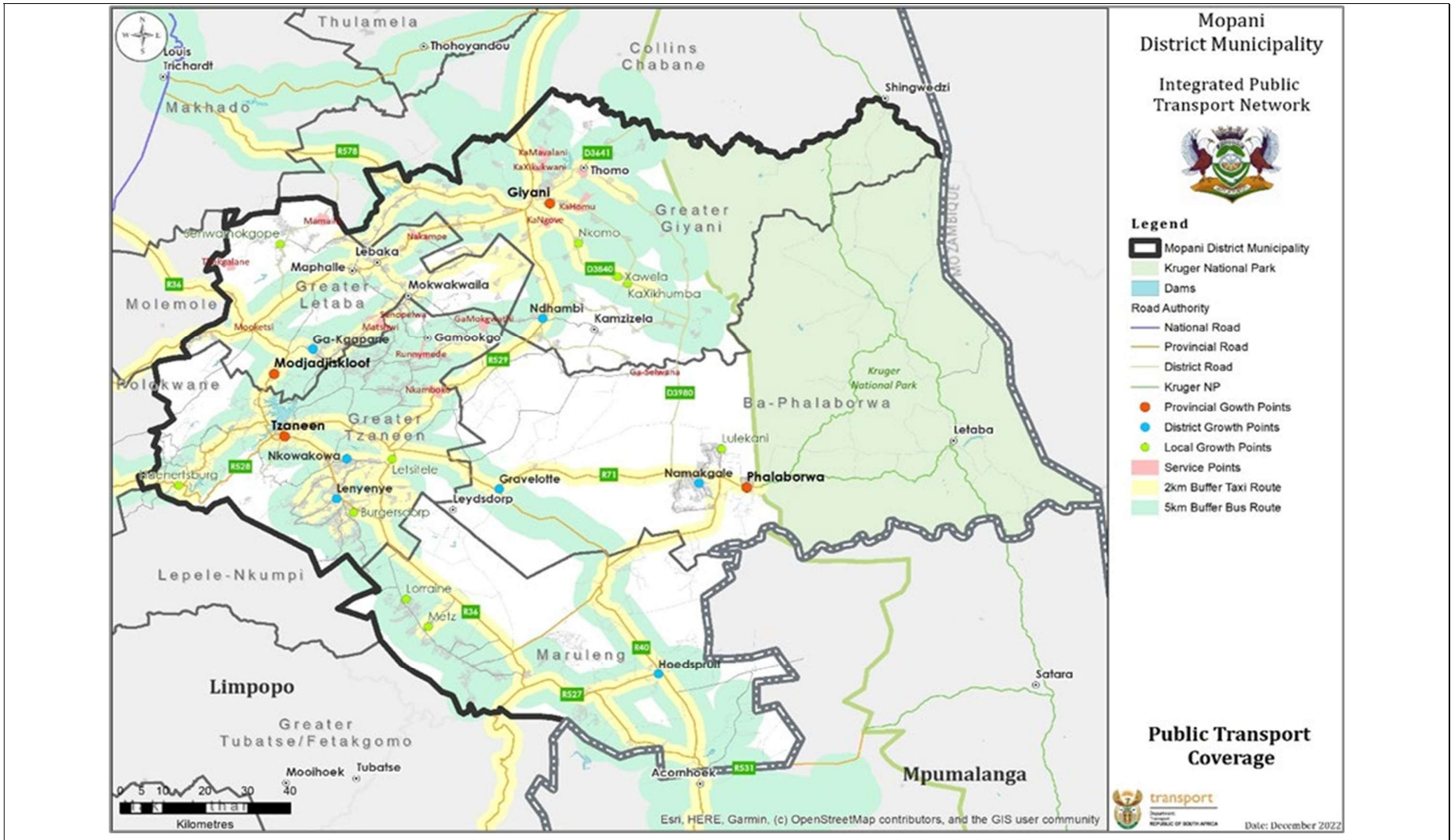


FIGURE 2.5: PROVIDES THE PUBLIC TRANSPORT ROUTE COVERAGE WITHIN THE MDM (SEE FIGURE 3.8 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

2.3 Data Collection

See **Chapter 2**, Transport Records, of the MLM-LITP 2025-2030 that provides additional Transport Records related to MLM-LITP.

2.4 Bus and Railway Services

Based on the MDM-IPTN there are five bus companies operating within MDM. The operations of 3 Companies are scheduled and subsidized, the remaining 2 buses are not subsidised. See **Table 2.3** for subsidised bus services within MDM.

TABLE 2.3: FOR SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)

Local Municipality	Operator	CONTRACT No.	Initial Commencement Date (Interim Contracts)	Contract Duration	Contract Duration (Interim)	Contract Expiry Date (Extended Contracts)
Greater Giyani	Great North Transport (Pty) Ltd, Giyani	ICNP17/97	1997/10/27	-	3 Years	31-Mar-2024
Maruleng	Great North Transport (Pty) Ltd, Hoedspruit	ICNP17/97 (N8328)	2001/09/01	5 years	3 Years	31-Mar-2024
Tzaneen	Great North Transport (Pty) Ltd, Tzaneen	ICNP17/97	1997/05/01	182 Weeks	3 Years	31-Mar-2024
Greater	Mathole Bus Services Cc, Modjadjiskloof	ICNP17/97	1997/10/27	-	3 Years	31-Mar-2024
Tzaneen	Kalamazu Risaba Transport	ICNP15/97	1997/04/01	82 Weeks	3 Years	31-Mar-2024

Source: MDM-IPTN, 2023

The subsidised bus network for MLM in relation to the MDM is shown in **Figure 2-6.**

2.5 Scholar Transport

Schoolchildren in MLM are mostly transported by means of LDVs which are mainly overloaded.

2.6 Public Transport Trip Patterns

Figure 2.7 provides MLM Passenger Demand / O-D patterns for subsidised bus services within MDM. (see Figure 3.11 as part MDM-IPTN)

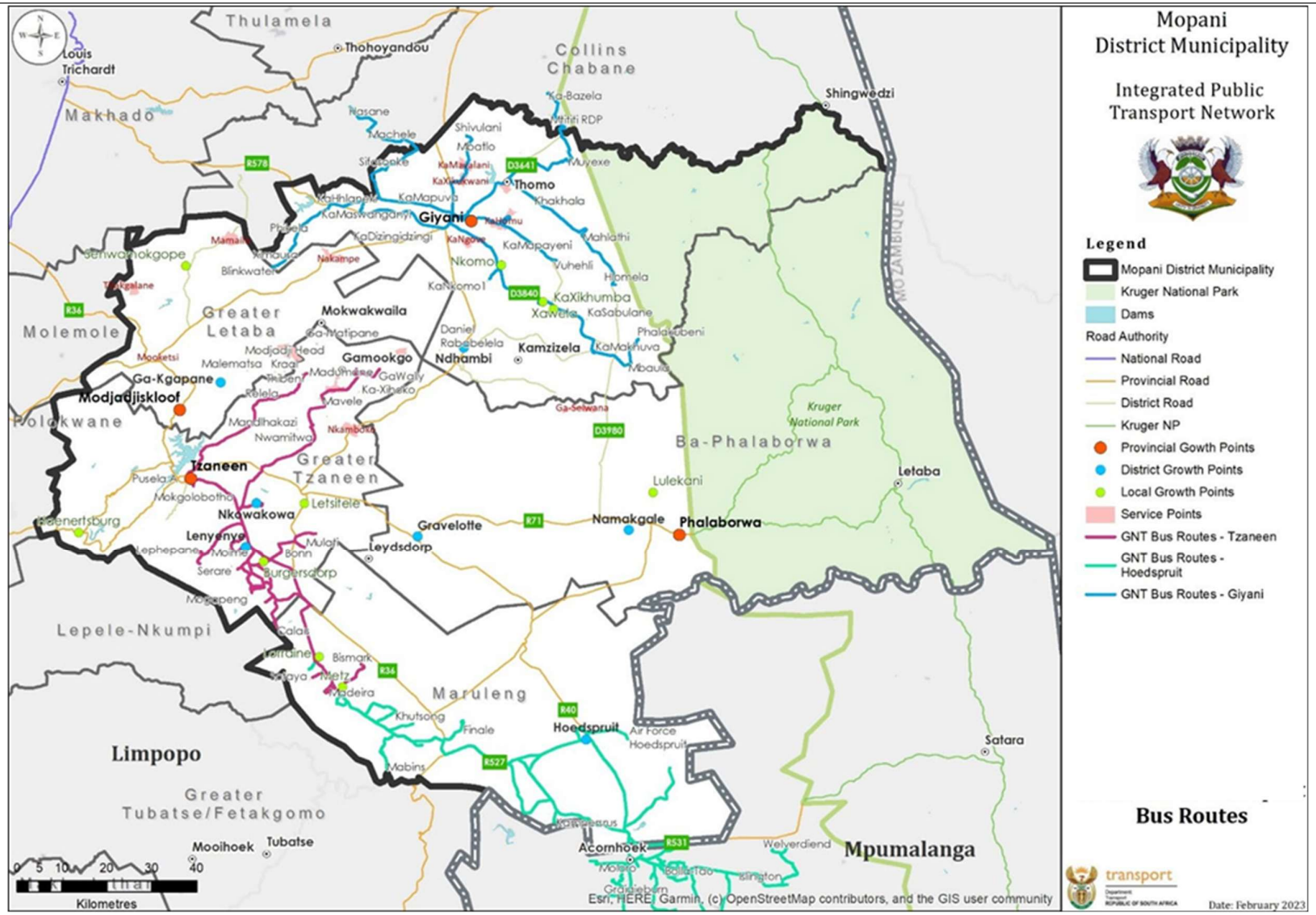


FIGURE 2.6: MLM SUBSIDISED BUS SERVICES WITHIN MDM (SEE TABLE 3.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

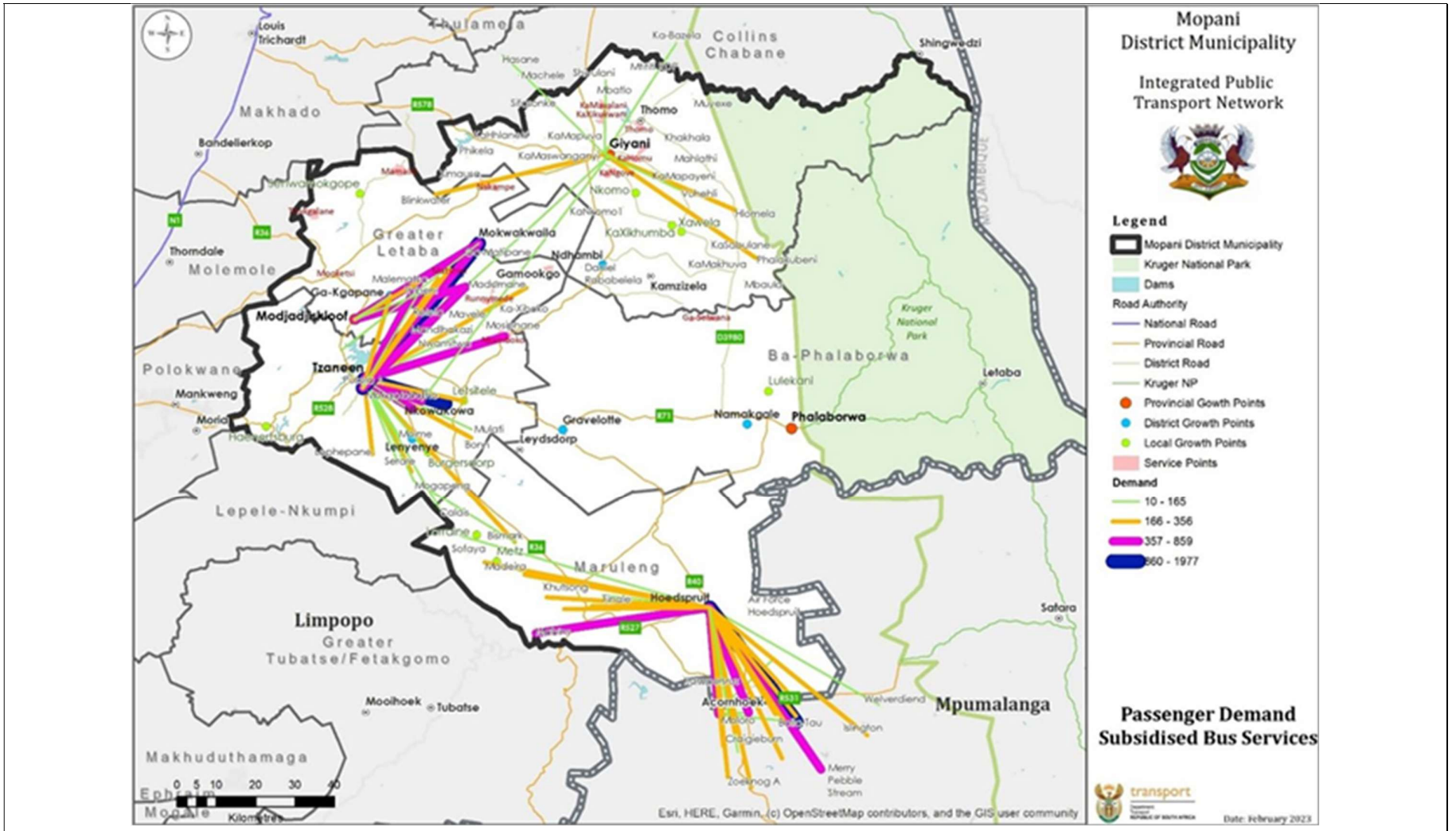


FIGURE 2.7: PROVIDES MLM PASSENGER DEMAND/O-D PATTERNS FOR SUBSIDISED BUS SERVICES WITHIN MDM. (SEE FIGURE 3.11 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

3 OPERATIONAL PLAN

The subsequent sections related to the MDM-IPTN Operational Plan, will elaborate on with specific reference to MLM:

a) Minimum Quality of Service (specifically relating to NMT routes).
b) Corridor and Network Development.
c) Operational and Infrastructure Plan.

3.1 MINIMUM QUALITY OF SERVICE

3.1.1 NMT Routes

These are NMT routes which supply the feeder routes and links of the MDM-IPTN routes to remote villages for accessibility in MLM. **Figure 3.1** provides the MLM proposed IPTN network and routes (Primary, Trunk and Feeder) within MDM (see Figure 5.2 as part MDM-IPTN).

3.2 CORRIDOR AND NETWORK DEVELOPMENT

3.2.1 Maruleng Local Municipality

Based on the assessments of the survey data related to the MDM-IPTN it shows that there are two primary corridors, and seven network routes which were identified and indicated in **Figure 3.2** (see Figure 5.6 as part MDM-IPTN).

The following subsections will elaborate on:

a) The Corridor Plan.
b) The Network Routes.

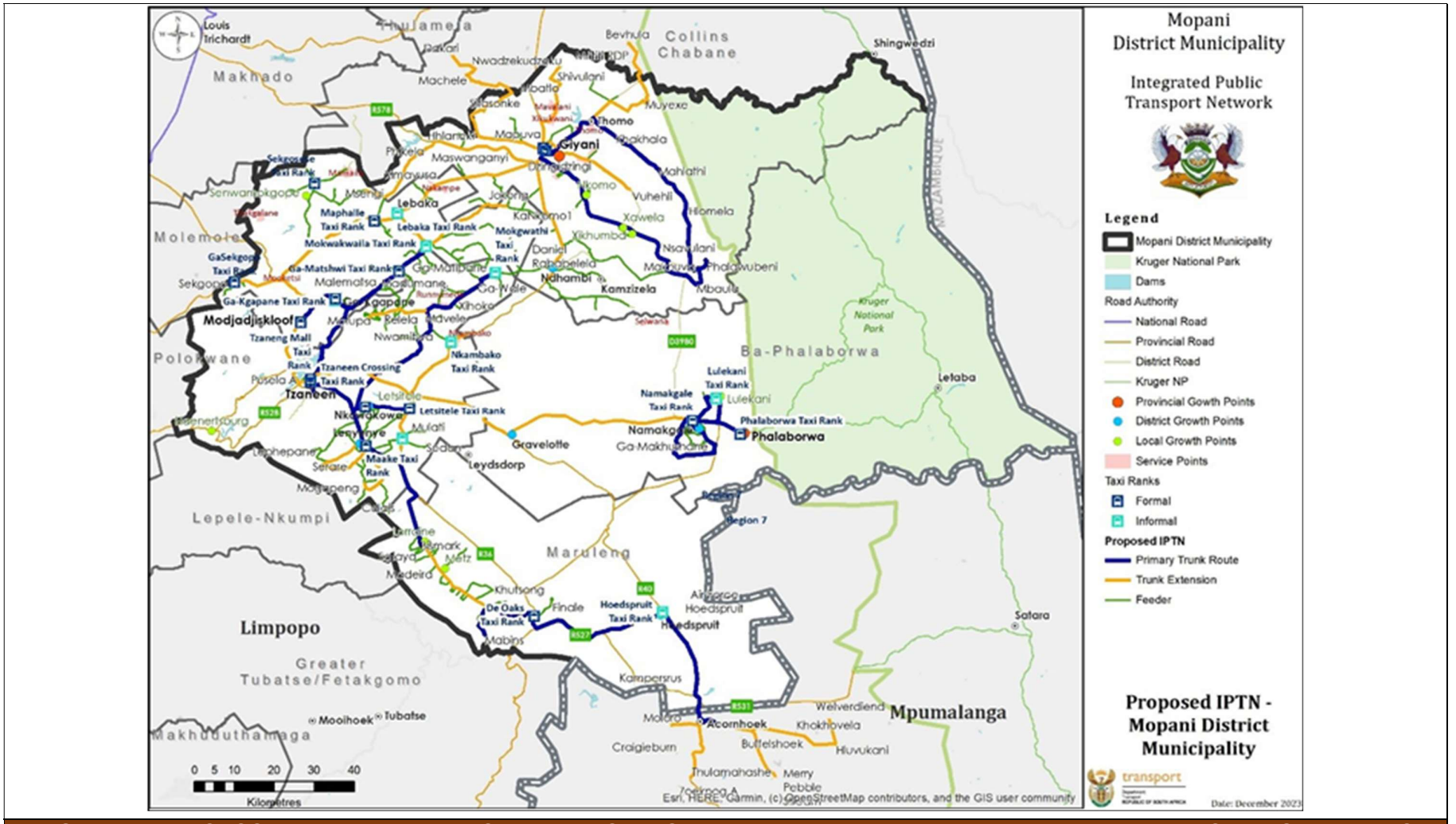


FIGURE 3.1: PROPOSED MLM-IPTN NETWORK AND ROUTES (PRIMARY, TRUNK AND FEEDER) WITHIN MDM. (SEE FIGURE 5.2 AS PART MDM-IPTN).

Source: MDM-IPTN, 2023

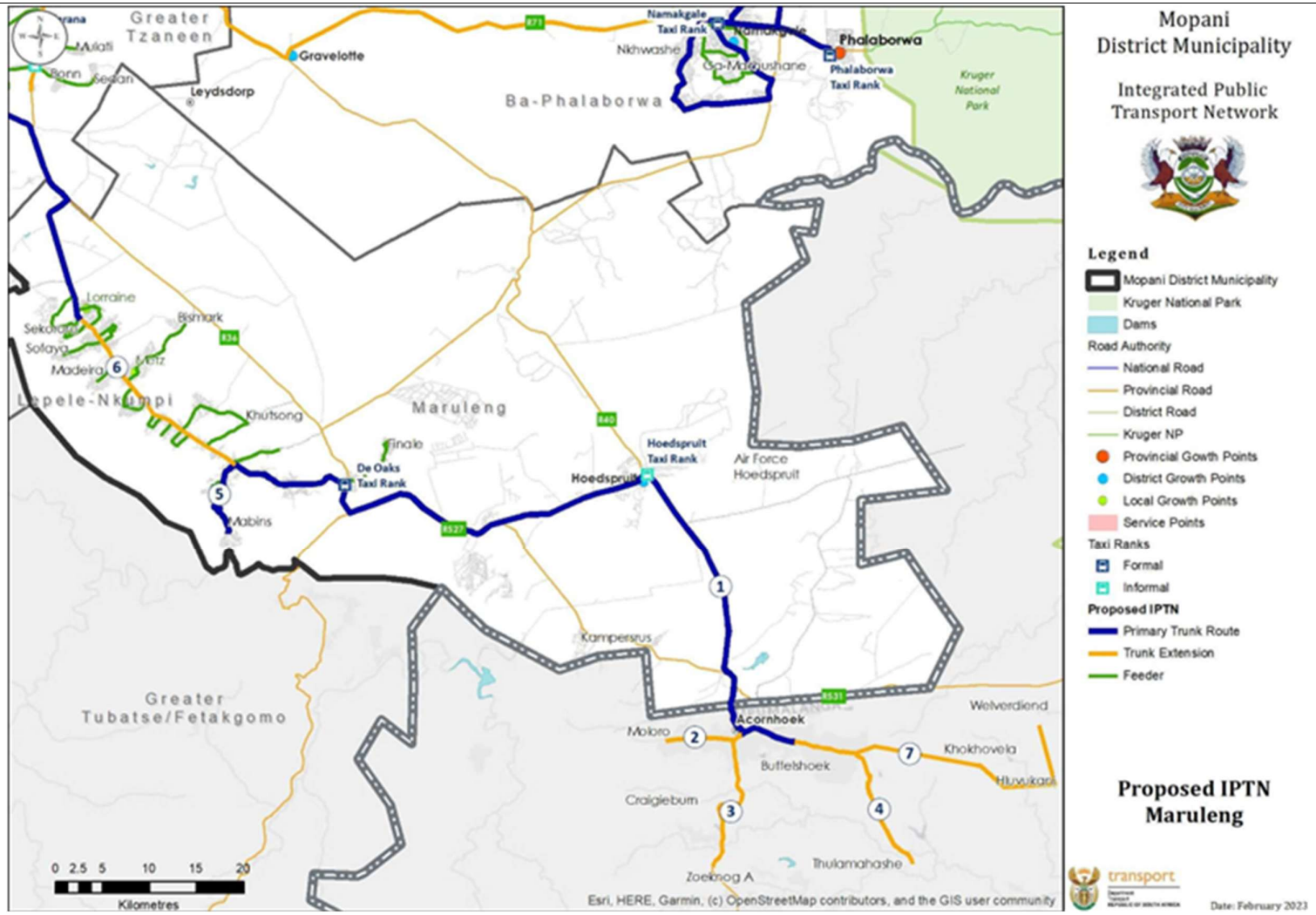


FIGURE 3.2: MLM NETWORK ROUTES WITHIN MDM (SEE FIGURE 5.6 AS PART MDM-IPTN)

3.2.1.1 Corridor Plan

The average daily passenger demand was derived from the survey data related to the MDM-IPTN, for the two corridors in MLM and is shown in **Table 3.1**.

TABLE 3.1: DERIVED DEMAND MLM CORRIDORS (SEE TABLE 5.7 AS PART MDM-IPTN)

Corridor	Corridor Description
Primary Corridor 1	This is the corridor between Hoedspruit and Acornhoek.
Primary Corridor 2	This is the corridor between Hoedspruit and Bochabelo.

Source: MDM-IPTN, 2023

3.2.1.2 Network Routes

The MLM-IPTN will consist of seven network routes which are described in **Table 3.2.** A network of feeder routes was further developed as part of the MLM-IPTN to improve accessibility.

TABLE 3.2: MLM NETWORK ROUTES (SEE FIGURE 5.8 AS PART MDM-IPTN)

Corridor	Route	Route Description	Length(km)
Primary 1	Route 1	This route will extend from Hoedspruit to Acornhoek and Buffelshoek along R40 and D3930.	36,6
Primary 1	Route 2	This route will extend from Hoedspruit to Boelang, passing by green valley, Brooklyn, GaMaotele, and Moloro along R40.	38,6
Primary 1	Route 3	This route will extend from Hoedspruit to Zoeknog, passing by Tsakani, Sefoma, Arthur's Seat, Violet Bank and Casteel along the R40.	47,7
Primary 1	Route 4	This route will extend from Hoedspruit to Thulamahashe, passing by Songeni, Dingleydale and Akani along R40, D3930 and D461.	56,3
Primary 2	Route 5	This route will extend from Hoedspruit to Kgopong / Ga Mabin, passing by The Oaks, Dingapong, The Willows, Sedawa and GaMametja along R527, R36, D21 and D3192.	56,7
Primary 2	Route 6	This route will extend from Hoedspruit to Ga Sekororo, passing by The Willows, Worcester, Naphumo, Turkey, Setjupereng, Ntswelemetse, Enable, Sefikeng, Makgaung, Moetladimo, Sofaya and Hlohlokwe along R527, R36 and D21.	69,3
Primary 1	Route 7	This route will extend from Buffelshoek to Welverdiend, passing by Burlington, Khokhovela, Clare and Hluvukani along R40 and D3930.	27,0

Source: MDM-IPTN, 2023

3.3 OPERATIONAL AND INFRASTRUCTURE PLAN

Table 3.3 provides the Public Transport Services within MDM (see Table 5.14 as part MDM-IPTN), while **Table 3.4** provides the proposed allocation of public transport modes per network route within MLM. (see Table 5.8 as part MDM-IPTN)

TABLE 3.3: PUBLIC TRANSPORT SERVICES WITHIN MDM (SEE TABLE 5.14 AS PART MDM-IPTN)					
Location Intermodal Interchange	**Growth Node**	**Public Transport Service**	**Proposed Interchange**	**Definition based on function**	**Type of Facility**
Giyani	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major Public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Tzaneen	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Modjadjiskloof	Provincial	Bus & MBT: Local, regional, long- distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Phalaborwa	Provincial	MBT: local, regional, long-distance: Bus long-distance.	Terminal and/or major public Transport Facility.	Transfer facility which is operational during the peak periods. Access to various modes.	Off-Street located at middle order urban centres such as CBD and urban centres with on-going activity.
Hoedspruit	District	Bus and MBT: local, regional, long- distance, and cross-provincial (commuter services).	Minor Public Transport Rank.	Acts as an origin point mainly during the peak periods from where destinations can be reached, or other modes accessed.	Off-street facility mainly found in rural areas.
Mokwakwaila	Local	Bus and MBT: local and regional services.	Embayment on Major routes.	Provides public transport stops on major routes where passengers can be picked up or dropped off.	On Street facility located nearby an intersection or mid- block thereof.
Lenyenye	District	Bus and MBT: local and regional services.	Minor Public Transport Rank.	Acts as an origin point mainly during the peak periods from where destinations can be reached or other modes accessed.	Off-street facility mainly found in rural areas.

Source: MDM-IPTN, 2023

TABLE 3.4: PROPOSED ALLOCATION OF PUBLIC TRANSPORT MODES PER NETWORK ROUTE WITHIN MLM (SEE TABLE 5.18 AS PART MDM-IPTN)						
Corridor	**Network Route and Length (km)**	**Route Description and Current Mode/s**	**Approx Daily Pax Pax share %**	**Mode/s Fleet size**	**Road Upgrades Required**	**No of Major Stops Required (One-way)**
Primary 1	Route 1: 36,6	This route extends from Hoedspruit to Acornhoek and Buffelshoek along R40 and D3930. **MBT and Bus**	2446 (70%) 1048 (30%)	20 Bus 20 Midibuses	N/A	2
Primary 1	Route 2: 38,6	This route will extend from Hoedspruit to Boelang, Moloro along R40. **Bus**	1380 (100%)	30 Midibuses	N/A	5
Primary 1	Route 3: 47,7	This route extends from Hoedspruit to Zoeknog, along the R40. **Bus**	1120 (100%)	24 Midibus	N/A	6
Primary 1	Route 4: 56,3	This route extends from Hoedspruit to Thulamahashe, along R40, D3930 and D461, and across the provincial border. **Bus**	656 (100%)	15 Midibuses	N/A	4
Primary 2	Route 5: 56,7	This route will extend from Hoedspruit to Bochabelo/GaMabin, along R527, R36 and D21 and D3192. **MBT and Bus**	1205 (100%)	26 Midibuses	Pavement of gravel roads	6
Primary 2	Route 6: 69,3	This route will extend from Hoedspruit to Ga Sekororo R527, R36 and D21. **MBT and Bus**	788 (100%)	33 Midibuses	N/A	11
Primary 1	Route 7: 27	This route will extend from Buffelshoek to Welverdiend along the R40 and D3930. **Bus**	368 (100%)	10 MBT	Pavement of gravel roads	5

Source: MDM-IPTN, 2023

3.3.1.1 Commuter Services

All the routes are currently operated until 2024 on subsidised bus contracts which were designed and developed in 1998. These contracts serve areas in Maruleng as well as cross-border services into Mpumalanga province. The highest number of passenger trips are cross-border trips connecting Hoedspruit (Limpopo Province) to Acornhoek, Buffelshoek and Thulamahashe (Mpumalanga Province).

Based on the MDM-LITP the MBT passenger trips are low because of the sparse population distribution in Maruleng and higher population numbers across the provincial border in Mpumalanga. Whilst recommendations have been made in respect of modes on the network routes, there is a dire need for both provinces to determine clear roles, responsibilities, and funding for cross-border services.

During April 2025 a document was prepared on behalf of LDTCS which is called; *"Transformation of Bus Subsidised Services in the Limpopo Province".* The subsidised bus services in the Limpopo Province, which include MLM, were rationalised as part of the preparation of the Document. **Chapter 8** contains more information related to the recently implemented subsidised services with in MLM.

3.3.1.2 Public Transport Facilities

An intermodal facility should be provided at Hoedspruit as this is a District Growth Node. The proposed routes traverse residential areas. Therefore, public transport laybys and stops should be provided along these residential areas.

4 NON-MOTORISED TRANSPORT INTEGRATION

This section extracted from the MDM-IPTN, covers the Proposed NMT Links and associated NMT Facilities within MLM. The existing NMT infrastructure, which mainly includes pedestrian sidewalks, is concentrated in Hoedspruit along the R40 road, providing access to retail shops and the informal taxi rank along the R40.

4.1 PROPOSED NMT LINKS

The following subsections will elaborate on:

a) NMT Facilities along the proposed IPTN
b) MLM NMT Links.

4.1.1 NMT Facilities Along the Proposed IPTN

The proposed network routes within MLM are shown in **Figure 4.1**. The network routes comprised of trunk routes and feeder routes. The assessment of NMT facilities along the trunk routes is summarised in **Table 4.1**. Most of the trunk routes do not have NMT Facilities provided. NMT facilities are mostly provided along the R40 in Hoedspruit.

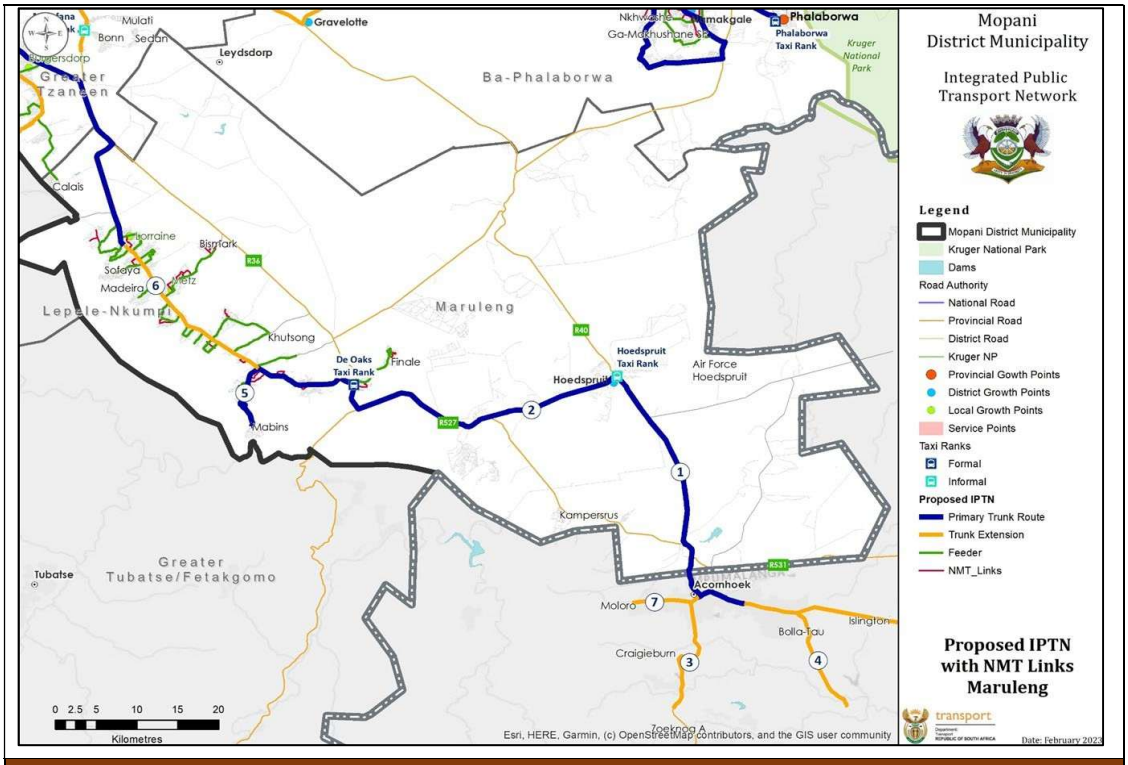


FIGURE 4.1: MARULENG LOCAL MUNICIPALITY NMT LINKS (SEE FIGURE 6.6 AS PART MDM-IPTN)

Source: MDM-IPTN, 2023

TABLE 4.1: STATE OF NMT FACILITIES ALONG TRUNK ROUTES (SEE TABLE 6.10 AS PART MDM-IPTN)			
Route	**Route Description**	**Road Surface**	**NMT Facilities**
Route 1	This route will extend from Hoedspruit to Acornhoek and Buffelshoek along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 2	This route will extend from Hoedspruit to Boelang, along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 3	This route will extend from Hoedspruit to Zoeknog, along the R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 4	This route will extend from Hoedspruit to Thulamahashe, along R40.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 5	This route will extend from Hoedspruit to Bochabelo/ Ga Mabin, along R527, R36 and Morupu Mmola Rd.	Mostly paved, some parts are gravel	Sidewalks provided along the R40, in Hoedspruit only.
Route 6	This route will extend from Hoedspruit to Ga Sekororo, along R527, R36 and Morupu Mmola Rd.	Paved	Sidewalks provided along the R40, in Hoedspruit only.
Route 7	This route will extend from Buffelshoek to Welverdiend, along R40.	Mostly paved, some parts are gravel	No NMT facilities.

The assessment of NMT facilities along the feeder routes is summarised in **Table 4.2**. Most of the feeder routes do not have NMT facilities provided, while most of the feeder routes are paved.

TABLE 4.2: STATE OF NMT FACILITIES ALONG FEEDER ROUTES (SEE TABLE 6.11 AS PART MDM-IPTN)			
Feeder	**Feeder Description**	**Road Surface**	**NMT Facilities**
Feeder 1	Enable	Paved	No NMT facilities
Feeder 2	Bismark	Gravel	No NMT facilities
Feeder 3	Lorraine	Paved	No NMT facilities
Feeder 4	Hlohlokwe	Paved	No NMT facilities
Feeder 5	Sofaya	Paved	No NMT facilities
Feeder 6	Balloon	Paved	No NMT facilities
Feeder 7	Mahlomelong	Paved	No NMT facilities
Feeder 8	Madeira	Gravel	No NMT facilities
Feeder 9	Makgaung	Paved	No NMT facilities
Feeder 10	Turkey	Paved	No NMT facilities
Feeder 11	Ntswelemotse	Paved	No NMT facilities
Feeder 12	Setjuperang	Paved	No NMT facilities
Feeder 13	The Willows	Paved	No NMT facilities
Feeder 14	Sedawa	Paved	No NMT facilities
Feeder 15	Finale	Paved	No NMT facilities

4.1.2 MLM NMT Links

Twenty NMT links were identified within MLM and are listed in **Table 4.3**. The NMT links connect to both trunk and feeder routes. Most of the NMT links are not paved and do not have NMT facilities provided.

TABLE 4.3: PROPOSED NMT LINKS WITHIN MLM (SEE TABLE 6.12 AS PART THE MDM-IPTN)

NMT Link	Description	Road Surface	NMT Facilities
NMT 1	De Oaks	Paved	No NMT facilities
NMT 2	Dingapong	Gravel and paved	No NMT facilities
NMT 3	Finale	Gravel	No NMT facilities
NMT 4	The Willows 1	Gravel	No NMT facilities
NMT 5	The Willows 2	Gravel	No NMT facilities
NMT 6	Sedawa 1	Gravel	No NMT facilities
NMT 7	Sedawa 2	Gravel	No NMT facilities
NMT 8	Makgaung	Paved	No NMT facilities
NMT 9	Turkey	Paved	No NMT facilities
NMT 10	Metz 1	Mostly paved	No NMT facilities
NMT 11	Metz 2	Mostly paved	No NMT facilities
NMT 12	Bismark 1	Gravel	No NMT facilities
NMT 13	Bismark 2	Paved	No NMT facilities
NMT 14	Bismark 3	Gravel	No NMT facilities
NMT 15	Moetladimo	Gravel	No NMT facilities
NMT 16	Balloon 1	Gravel	No NMT facilities
NMT 17	Balloon 2	Gravel	No NMT facilities
NMT 18	Lorraine	Gravel	No NMT facilities
NMT 19	Hlohlokwe	Gravel	No NMT facilities
NMT 20	Enable	Gravel	No NMT facilities

5 FINANCIAL MODEL

This section elaborates on the following:

a) Public Transport Operations.
b) Public Transport related Infrastructure.

5.1 PUBLIC TRANSPORT OPERATIONS

The following subsections are relevant:

a) Passenger Demand and Fleet Required per Service.
b) Travel distances.
c) Public Transport Services Expenses.

5.1.1 Passenger Demand and Fleet Required Per Service

The fleet requirement for MLM based on a 10% passenger demand growth factor is shown **Table 5.1.**

TABLE 5.1: FLEET REQUIREMENT FOR MLM BASED ON A 10% PASSENGER DEMAND GROWTH FACTOR (SEE TABLE 7.1 AS PART MDM-IPTN)

IPTN Routes	Demand	Demand VAR	Minibus	Midi Bus	Bus
Route 1 (PC 1)	3495	3845	-	20	20
Route 2 (PC 1)	1380	1518	-	30	-
Route 3 (PC 1)	1120	1232	-	24	-
Route 4 (PC 1)	656	722	-	15	-
Route 5 (PC 2)	1205	1326	-	26	-
Route 6 (PC 2)	788	867	-	33	-
Route 7 (PC 1)	368	405	10		-
Total	**9012**	**9915**	**10**	**148**	**20**

5.1.2 Travel Distances

Table 5.2 provides the average trip distances for MLM within MDM. (see Table 7.2 as part MDM-IPTN)

TABLE 5.2: MLM AVERAGE TRIP DISTANCES WITHIN MDM (SEE TABLE 7.2 AS PART MDM-IPTN)

Local Municipality	Median Kms
Greater Giyani	50
Greater Letaba	38
Greater Tzaneen	40
Maruleng	47
Ba-Phalaborwa	20

5.1.3 Public Transport Services Expenses

The annual estimated costs respectively for in MLM for minibus taxi, midibus and bus operations are R427 125; R813 830 and R1 968 153 respectively, based on the MDM-IPTN, which translates into cost per km of R25.42, R48.44 and R117.15 respectively as indicated in **Table 5.3** below.

TABLE 5-3: FLEET AND OPERATING COSTS PER PUBLIC TRANSPORT MODE (SEE TABLE 7.3 AS PART MDM-IPTN)

Costs	Seating Capacity		
	Minibus 15	Midibus 23	Bus 65
Vehicle Purchase Price	**R 528,800.00**	**R 1,040,000.00**	**R 3,000,000.00**
Monthly Vehicle Instalment	**R 11,643.49**	**R 24,074.88**	**R 71,738.27**
Variable Costs	**R 13,061.73**	**R 27,613.96**	**R 58,855.52**
Maintenance	R 5,929.29	R 17,787.88	R 35,575.75
Tyres	R 202.91	R 610.40	R 2,035.60
Fuel	R 5,033.28	R 4,579.00	R 8,806.00
Contingencies	R 1,896.25	R 4,636.68	R 12,438.17
Fixed Costs	**R 10,888.83**	**R 16,130.33**	**R 39,829.67**
Insurance- Vehicle and Passengers	R 3,525.33	R 6,933.33	R 20,000.00
Satellite Tracking	R 200.00	R 200.00	R 200.00
Driver	R 4,784.00	R 6,000.00	R 14,144.00
UIF	R 48.00	R 60.00	R 144.00
Ranking	R 100.00	R 100.00	R 100.00
Licence	R 181.50	R 487.00	R 1,791.67
Cleaning of Vehicle	R 400.00	R 600.00	R 1,200.00
Premises Rental	R 500.00	R 500.00	R 500.00
Accountant/Bookkeeper	R 500.00	R 500.00	R 500.00
Cell/Tel	R 200.00	R 200.00	R 700.00
Overheads	R 200.00	R 300.00	R 300.00
Bank Charges	R 250.00	R 250.00	R 250.00
Total Monthly Costs	**R 35,594.05**	**R 67,819.17**	**R 170,423.46**
Total Annual Costs	**R 427,128.60**	**R 813,830.04**	**R2,045,081.52**
COST PER KM	**R 25.42**	**R 48.44**	**R 117.15**

The report indicated that the subsidy rates in MDM are extremely low except for the R47,43 per km for Risaba Bus service. Any increase in the subsidy rate might place a burden on the fiscus as the operating km based on the operations plan has increased dramatically.

5.2 PUBLIC TRANSPORT RELATED INFRASTRUCTURE

The following subsections are relevant:

a) Gravel Road Upgrades.
b) Public Transport Stops
c) Public Ranks and Intermodal Facilities.

5.2.1 Gravel Road Upgrade

The identification of gravel road on the identified IPTN network was identified and requires upgrade. **Table 5.4** provides the breakdown of the gravel roads per km in each of the Local Municipality and the cost for upgrades.

TABLE 5.4: MLM GRAVEL ROADS UPGRADE WITHIN MDM: ESTIMATED COSTS (SEE TABLE 7-3 AS PART MDM-IPTN)

Local Municipality	Km Of Gravel	Cost Of Upgrade
Greater Giyani	141,48	R 2 122 m
Greater Letaba	9,04	R 135 m
Greater Tzaneen	58,24	R 873 m
Maruleng	33,48	R 502 m
Ba-Phalaborwa	18,85	R 283 m
TOTAL	**261,04**	**R3 916 m**

Table 5.5 provides a glimpse of the equitable share allocation as per Schedule 3 of the DORA for MDM and the Local Municipality with 2023 as a base year for financial calculations.

TABLE 5.5: MOPANI AND LOCAL MUNICIPALITIES EQUITABLE SHARE ALLOCATION (DORA 2023 AS BASE YEAR) (SEE TABLE 7-6 AS PART MDM-IPTN)

Municipality	FY-1	FY-2	FY-3	TOTAL
Greater Giyani	R376m	R402m	R392m	R1 170m
Greater Letaba	R366m	R392m	R382m	R1 140m
Greater Tzaneen	R521m	R562m	R560m	R1 643m
Ba-Phalaborwa	R205m	R221m	R220m	R 646m
Maruleng	R165m	R177m	R173m	R 515m
MOPANI DM	**R1 265m**	**R1 359m**	**R1 450m**	**R4 074m**

The need for basic services and infrastructure within municipalities has a negative impact on the prioritization of the gravel roads and consequently the upgrade of gravel roads is unaffordable over the MTEF period. It was recommended as part of the MDM-IPTN that the MDM and the MLM need to develop a programme over 10 to 20 years to eradicate gravel roads on the ITPN.

5.2.2 Public Transport Stops

The number of stops per LM within MLM and the estimated costs are contained in **Table 5.6** below.

TABLE 5.6: ESTIMATION OF COSTS (2023 MONITORY VALUE) FOR PUBLIC TRANSPORT STOPS. (SEE TABLE 7-7 AS PART MDM-IPTN)

Local Municipality	Number of Stops	Cost
Greater Giyani	122	R 2 440 000
Greater Letaba	116	R 2 320 000
Greater Tzaneen	106	R 2 120 000
Maruleng	78	R 1 560 000
Ba Phalaborwa	10	R 200 000
TOTAL	**432**	**R8 640 000**

5.2.3 Public Transport Ranks and Intermodal Facilities

Estimated number of ranks and intermodal facilities per LM within MLM and the estimated costs are contained in **Table 5.6** below.

TABLE 5.7: ESTIMATED NUMBER OF RANKS AND INTERMODAL FACILITIES PER LM WITHIN MLM AND THE ESTIMATED COSTS, 2023 MONITORY VALUE. (SEE TABLE 7.7 AS PART MDM-IPTN)

Local Municipality	Ranks	Estimate Sqm	Estimated Cost for Ranks	Intermodal	Estimate Size	Estimate Cost for Inter
Greater Giyani	1	800	R4 440 000	1	4000	R22 200 000
Greater Letaba	4	3200	R17 760 000	2	8500	R47 175 000
Greater Tzaneen	6	8500	R47 175 000	2	15000	R83 250 000
Maruleng	2	1600	R8 880 000	1	5000	R27 750 000
Ba Phalaborwa	1	800	R4 440 000	1	3500	R19 425 000
TOTAL	**14**	**14900**	**R82 695 000**	**7**	**36000**	**R199 800 000**

Table 5.8 contains a 5-Year Rank and Intermodal Facilities proposed implementation plan at 2023 monitory value. (see Table 7.9 as part MDM-IPTN).

TABLE 5.8: 5-YEAR RANK AND INTERMODAL FACILITIES PROPOSED IMPLEMENTATION AT 2023 MONITORY VALUE. (SEE TABLE 7.9 AS PART MDM-IPTN)

Year	No. Ranks	Estimated Rank Cost	No. Intermodal	Estimate Intermodal Cost	Total Cost
Year 1	2	R11 813 572	1	R28 542 857	R40 356 429
Year 2	2	R11 813 572	1	R28 542 857	R40 356 429
Year 3	3	R17 720 358	2	R57 085 714	R74 806 072
Year 4	3	R17 720 358	2	R57 085 714	R74 806 072
Year 5	4	R23 627 144	1	R28 542 857	R52 170 001
	14	**R82 695 004**	**7**	**R199 800 000**	**R282 495 004**

6 BUSINESS AND FINANCIAL PLAN

6.1 REVENUE AND COST ANALYSIS

This section extracted from the MDM IPTN contains the Revenue and Costs Analysis, Public Transport Operations Implementation Plan, Infrastructure Implementation Plan and Operational Subsidy for MLM.

Table 6.1 provides the Modal upgrade cost to replace the old Minibus with new Mini and Midi-buses. (see Table 8.1 as part MDM-IPTN), while **Table 6.2** provides a Bus replacement programme (see Table 8-2 as part MDM-IPTN)

Within MLM, a large portion of public transport trips are across provincial boundaries i.e., between Limpopo and Mpumalanga provinces. The estimated annual revenue for fares would be in the region of R469,8 million. This estimate is based on a total fleet of 269 vehicles (10 minibuses; 148 midibuses and 20 buses) providing the service. **Table 6.3** sets out the estimated fare revenue for Maruleng and Ba Phalaborwa.

TABLE 6.1: MODAL UPGRADE: REPLACE THE OLD MINIBUS WITH NEW MINI AND MIDI-BUSES. (SEE TABLE 8.1 AS PART MDM-IPTN)												
ACTIVITY/YEAR	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**	**2029/30**	**2030/31**	**2031/32**	**2032/33**	**2033/34**	**2034/35**	**TOTALS**
Taxis scrapped	20	30	60	60	60	80	80	80	90	100	100	760
Scrapping allowance (R)	3,02m	4,53 m	9,06 m	9,06 m	9,06 m	12,08 m	12,08 m	12,08 m	13,59 m	15,1 m	15,1 m	114,76 m
Replacement Minibus	10	20	32	38	40	50	56	20	20	20	12	318
New minibus cost (R)	5,288 m	10,576 m	16,921 m	20,094 m	21,152 m	26,440 m	29,612 m	10,576 m	10,576 m	10,576 m	6,345 m	168,158m
Replacement Midibus	20	30	55	60	70	70	70	80	58	24	22	559
New Midibus cost (R)	20,8 m	31,2 m	57,2 m	62,4 m	72,8 m	72,8 m	72,8 m	83,2 m	60,32 m	24,96 m	22,88 m	581,36 m

TABLE 6.2: BUS REPLACEMENT PROGRAMME (SEE TABLE 8.2 AS PART MDM-IPTN)												
ACTIVITY	**24/25**	**25/26**	**26/27**	**27/28**	**28/29**	**29/30**	**30/31**	**31/32**	**32/33**	**33/34**	**34/35**	**TOTALS**
New Bus	**2**	**8**	**12**	**17**	**20**	**20**	**20**	**25**	**10**	**10**	**15**	**159**
Costs (R)	**R6 m**	**R24 m**	**R36m**	**R51 m**	**R60 m**	**R60 m**	**R60 m**	**R75 m**	**R30 m**	**R30 m**	**R45 m**	**R477m**

TABLE 6.3: ESTIMATED FARE REVENUE FOR MARULENG (SEE TABLE 8.8 AS PART MDM-IPTN)										
Maruleng	**Origin - Destination**	**Full Route (Km)**	**Average g? Ops Km**	**Trips 3,5 Per Day Km**	**Operational Days Per Month**	**Fare Per Km**	**Pax Pd**	**Revenue Per Day**	**Revenue Per Month**	**Revenue Per Annum**
Route 1	Hoedspruit-Acornhoek	36,6	24,4	85,4	26	R1,45	3845	R 476 126	R 12 379 285	R 148 551 421
Route 2	Hoedspruit-Boelang	38,6	25,7	90,1	26	R1,45	1518	R 198 246	R 5 154 389	R 61 852 670
Route 3	Hoedspruit-Zoegnog	47,7	31,8	111,3	26	R1,45	1232	R 198 826	R 5 169 484	R 62 033 811
Route 4	Hoedspruit-Thulamahash	56,3	37,5	131,4	26	R1,45	722	R 137 528	R 3 575 722	R 42 908 662
Route 5	Hoedspruit-Bochabela/M	56,7	37,8	132,3	26	R1,45	1326	R 254 373	R 6 613 703	R 79 364 441
Route 6	Hoedspruit--GaSekororo	69,3	46,2	161,7	26	R1,45	867	R 203 281	R 5 285 310	R 63 423 720
Route 7	Buffelshoek-Welverdiend	27,0	18	63,0	26	R1,45	405	R 36 997	R 961 916	R 11 542 986
	TOTAL	**332,2**	**221,4**	**775,1**				**R 1 505 377**	**R 39 139 809**	**R 469 677 713**

Table 6.4 below provides a summary of monthly and annual estimated fare revenue for each of the local municipalities together with the fleet requirements to service the estimated demand.

TABLE 6.4: SUMMARY OF ESTIMATED MONTHLY AND ANNUAL FARE REVENUE AND FLEET (SEE TABLE 8.9 AS PART MDM-IPTN)

Relevant Municipality	Fare Revenue Per Month	Fare Revenue Per Annum	Minibus	Midibus	Bus
Greater Giyani	R14,8m	R177,3m	74	92	8
Greater Tzaneen	R60,6m	R726,8m	93	182	84
Greater Letaba	R45,7m	R548,3m	121	91	77
Maruleng	R39,1m	R469,7m	10	148	20
Ba Phalaborwa	R9m	R107,5m	20	46	
TOTAL	**R169,2m**	**R2 030m**	**318**	**559**	**189**

6.2 PUBLIC TRANSPORT OPERATIONS IMPLEMENTATION PLAN

Table 6.5 contains the MLM Operations Roll Out (see Table 8.14 as part MDM-IPTN).

TABLE 6.5: MARULENG OPERATIONS ROLL OUT (SEE TABLE 8.14 AS PART MDM-IPTN)

Route	2024/ 25	2025/ 26	2026/ 27	2027/ 28	2028/ 29	2029/ 30	2030/ 31	2031/ 32	2032/ 33	2033/ 34
ROUTE 1										
ROUTE 2										
ROUTE 3										
ROUTE 4										
ROUTE 5										
ROUTE 6										
ROUTE 7										

6.3 INFRASTRUCTURE IMPLEMENTATION PLAN

The subsequent section elaborates on:

a) Gravel Roads Upgrade Program.
b) Public Transport Ranks.
c) Intermodal Facilities.

6.3.1 Gravel roads upgrade programme

The subsequent sub sections elaborate on:

a) Overview.
b) Financial Implications.

6.3.1.1 Overview

Table 6.6 provides a breakdown of gravel roads on the network routes in each Local Municipality in MDM.

TABLE 6.6: GRAVEL ROAD PER NETWORK PER LOCAL MUNICIPALITY IN THE MDM (SEE TABLE 8.16 AS PART MDM-IPTN)	
Local Municipality	**Km of Gravel**
Greater Giyani	141,48
Greater Letaba	9,04
Greater Tzaneen	58,24
Maruleng	33,48
Ba-Phalaborwa	18,85
TOTAL	**261,04**

6.3.1.2 Financial Implications

The approach adopted as part of the MDM-IDP was to undertake the upgrading of gravel roads in batches. **Table 6.7** indicates the extent of gravel roads intended to be upgraded in MLM.

TABLE 6.7 INDICATES THE EXTENT OF GRAVELS ROADS THAT WILL BE UPGRADED IN MLM AS PART OF THE MDM-IDP. (SEE TABLE 8.17 AS PART MDM-IPTN)		
Batch	**Road Number**	**Length (km)**
1	D3878	12,0
2	D1583	10,7
3	D3902 and D3903	9,6
4	D3009	7,0
5	D3009	7,0
	Total	**46,3**

6.3.2 Public Transport Ranks

The subsequent sub sections elaborate on:

a) Overview.
b) Implementation Programme
c) Financial Implications.

6.3.2.1 Overview

Table 6.8 provides a summary of public transport ranks along the MDM-IPTN (see Table 8.20 as part MDM-IPTN).

TABLE 6.8: PUBLIC TRANSPORT RANKS ALONG THE MDM-IPTN (SEE TABLE 8.20 AS PART MDM-IPTN)		
Local Municipality	**Ranks**	**Estimate Area (m²)**
Greater Giyani	1	800
Greater Letaba	4	3200
Greater Tzaneen	6	8500
Maruleng	2	1600
Ba Phalaborwa	1	800
Total	**14**	**14900**

6.3.2.2 Implementation Programme

Table 6.9 provides the five-year public transport ranks delivery program as a best-case scenario (see Table 8.21 as part MDM-IPTN).

TABLE 6.9: FIVE-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (BEST-CASE SCENARIO) (SEE TABLE 8.21 AS PART MDM-IPTN)					
Local Municipality	**2024/25**	**2025/26**	**2026/27**	**2027/28**	**2028/29**
Greater Giyani	1				
Greater Letaba		1	1	1	1
Greater Tzaneen		2	1	2	1
Maruleng	1		1		
Ba Phalaborwa	1				
Total per Annum	**3**	**3**	**3**	**3**	**2**

Table 6.10 provides a Seven-year public transport ranks delivery program as a worst-case scenario. (see Table 8-22 as part MDM-IPTN)

TABLE 6.10: SEVEN-YEAR PUBLIC TRANSPORT RANKS DELIVERY PROGRAM (WORST-CASE SCENARIO) (SEE TABLE 8.22 AS PART MDM-IPTN)							
Local Municipality	**2024/ 25**	**2025/ 26**	**2026/ 27**	**2027/ 28**	**2028/ 29**	**2029/ 30**	**2030/ 31**
Greater Giyani	1						
Greater Letaba		1	1	1	1		
Greater Tzaneen		1		1	1	2	1
Maruleng			1		1		
Ba Phalaborwa	1						
Total per Annum	**2**	**2**	**2**	**2**	**3**	**2**	**1**

6.3.2.3 Financial Implications

The estimated cost is based on construction costs per square metre. **Table 6.11** provides the estimated construction costs for the construction of Public Transport Ranks.

TABLE 6.11: COST ESTIMATES FOR PUBLIC TRANSPORT RANKS (SEE TABLE 8.23 AS PART MDM-IPTN)

Local Municipality	Ranks	Estimated Area (m²)	Estimated Cost
Greater Giyani	1	800	R4 440 000
Greater Letaba	4	3200	R17 760 000
Greater Tzaneen	6	8500	R47 175 000
Maruleng	2	1600	R8 880 000
Ba Phalaborwa	1	800	R4 440 000
Total	**14**	**14900**	**R82 695 000**

6.3.3 Inter-Modal Facilities

The subsequent sub sections elaborate on:

a) Overview.
b) Implementation Programs.
c) Financial Implications.
d) Funding Sources.

6.3.3.1 Overview

Table 6.12 provides a summary of Inter-modal facilities required for MDM (see Table 8-26 as part MDM-IPTN).

TABLE 6.12: INTER-MODAL FACILITIES FOR MDM -IPTN (SEE TABLE 8.26 AS PART MDM-IPTN)

Local Municipality	Intermodal	Estimated Area (m²)
Greater Giyani	1	4000
Greater Letaba	2	8500
Greater Tzaneen	2	15000
Maruleng	1	5000
Ba Phalaborwa	1	3500
Total	**7**	**36000**

6.3.3.2 Implementation Programme

Table 6-13 provides the implementation rollout of identified Inter-Modal Facilities for MDM (see Table 8-27 as part MDM-IPTN).

TABLE 6.13: IMPLEMENTATION ROLLOUT OF INTER-MODAL FACILITIES (SEE TABLE 8.27 AS PART MDM-IPTN)								
Local Municipality	**2023/ 24**	**2024/ 25**	**2025/ 26**	**2026/ 27**	**2027/ 28**	**2028/ 29**	**2029/ 30**	**Number**
Greater Giyani	1							1
Greater Letaba		1				2		2
Greater Tzaneen			1		2			2
Maruleng				1				1
Ba Phalaborwa					1			1
Total Intermodal								**7**

6.3.3.3 Financial Implications

Table 6.14 provides information of inter-modal facilities per LM, the estimated size and construction costs.

TABLE 6.14: INTER-MODAL FACILITIES QUANTITY, SIZE, AND ESTIMATED COSTS. (SEE TABLE 8-28 AS PART MDM-IPTN)			
Local Municipality	**Intermodal**	**Estimate Area (m²)**	**Estimate Cost**
Greater Giyani	1	4000	R22 200 000
Greater Letaba	2	8500	R47 175 000
Greater Tzaneen	2	15000	R83 250 000
Maruleng	1	5000	R27 750 000
Ba Phalaborwa	1	3500	R19 425 000
Total	**7**	**36000**	**R199 800 000**

6.4 OPERATIONAL SUBSIDY

Table 6.16 sets out the modelled subsidy rate scenarios per km per month to breakeven. Assuming the breakeven rate is R57 per km then the annual PTOG allocation should eventually reach R934,6 million per annum.

TABLE 6.16: MODELLED SUBSIDY RATE SCENARIOS PER KM PER MONTH TO BREAKEVEN. (SEE TABLE 8-31 AS PART MDM-IPTN)

Utilisation	Subsidy: R45 per km	Subsidy: R47 per km	Subsidy: R48 per km	Subsidy R57 per km	Subsidy R55,70
100%	R 61 488 000	R 68 320 000	R 65 587 200	R 77 884 800	R 76 094 816
80%	R 49 190 400	R 54 656 000	R 54 656 000	R 62 307 840	R 60 886 784
70%	R 43 041 600	R 47 824 000	R 47 824 000	R 54 519 360	R 53 275 936

7 OPERATIONAL PLAN

A summarised list of projects is then provided in **Table 7.1**, with projected implementation programme, prioritisation, estimated costing as well.

TABLE 7.1: INCREMENTAL APPROACH TO INFRASTRUCTURE UPGRADING WITHIN MLM AS PART OF THE MDM-IPTN (SEE TABLE 9.2 AS PART MDM-IPTN)						
Project Number	**Description**	**Unit**	**Priority / Timeframe**	**Motivation**	**Estimated value (R million)**	**Implement Year**
PTN 004	Maruleng	78 Stops	0 – 3 years	Major public transport route, regional.	R 1,56	2027
PTF 005	Hoedspruit: Feasibility study and upgrade the existing Public Transport Facility into a multi-modal transfer facility. Detailed assessment of public transport rank facilities in terms of condition, operations, capacity, utilization, and limitations, with recommendations for infrastructure improvements.	1 Facility	0 – 3 years		R 27,75	2027
NMT 04	NMT links along feeder routes and NMT only links. NMT infrastructure linked to proposed road infrastructure upgrade projects along future public transport corridors.	10 km/year	0 – 3 years	Pedestrian safety enhancements along major public transport and school's route.	**Years 1, 2 and 3:** R 20m per year	2027
RIN 004 & RIN 005	Inclusive of Upgrades to comprise of: Non-motorised transport, bus shelters, public transport lay-bys, enhanced pedestrian crossing facilities. Horizontal and vertical alignment improvements Cross-section improvement Pavement improvement: gravel to asphalt Access management (intersection control and configuration) Stormwater management (bridges, culverts and road drainage prism)	Route 5: Hoedspruit to Mabi / Kgopong 56,7 km	> 10 years	Planning will take long inclusive of numerous governance aspects.	R 15mil/km	2035 - 2044
		Route 7: Buffelshoek to Welverdiend 27 km	> 10 years	Planning will take long inclusive of numerous governance aspects.	R15mil/km	2035 - 2044

8 IMPLEMENTED CONTRACT DURING 2025

As of the 1st of April 2025, new bus contracts were implemented across MDM, and they are listed in **Table 8.1** below. The contract values were, however, not disclosed to the Project Team and no Mini and Midi Taxis were incorporated as part of the Contracts. The LDTCS is at this stage still the Contracting Authority.

TABLE 8.1: BUS CONTRACTS IMPLEMENTED AS OF APRIL 2025

Bus Operator	Contract No	Contracted Routes	Contracted Buses	No Of Weekday Shifts
Mopani 1 (Giyani) Great North Transport	MOP1/2025	19	18	42
Mopani 2 (Hoedspruit) Great North Transport	MOP2/2025	62	40	97
Mopani Three Transport	MOP3/2025	60	49	149

Figure 8.1 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM, while **Figure 8.2** contains more detailed information related to the routes specifically operated by the Mopani-2 Company for routes that falls within MLM.

Annexure A contains the Mopani-2 Service Designs, while **Annexure B** provides Taxi Operating Companies (TOC) Planning & Preparation Process. This document intends to provide some background and guidance on the process to be followed during the Taxi Operating Company (TOC) formation process to provide taxi scheduled services as part of/or separately from the IPTS.

It should further be noted that the TOC formation process should always be linked to a **Business Improvement** which may include, but is not limited to:

a) Grouping of vehicles owners (operators) and/or even associations.
b) Collectivising revenues.
c) Collectivising costs.
d) Collectivising management.
e) Moving towards scheduled services.

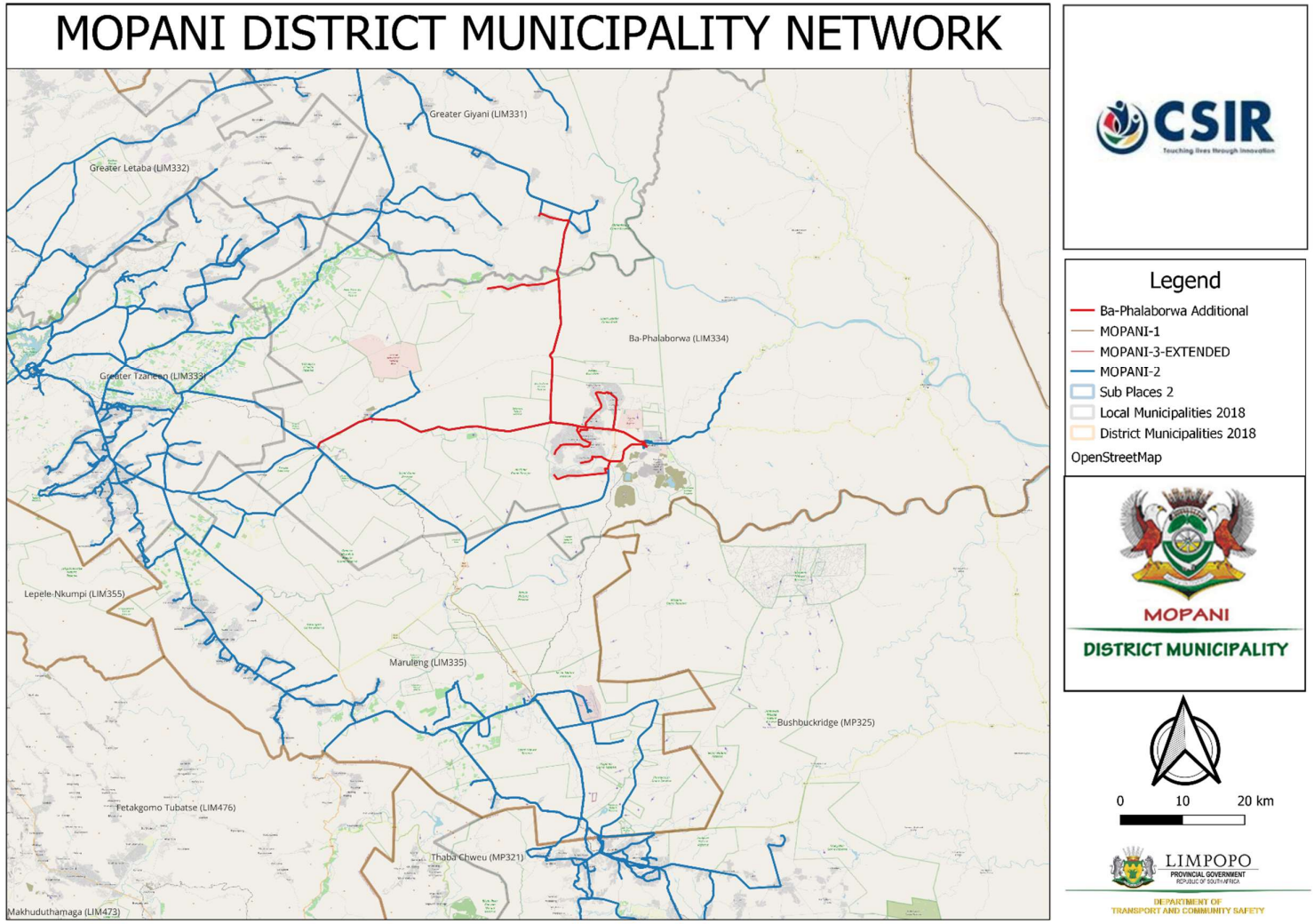


FIGURE 8.1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

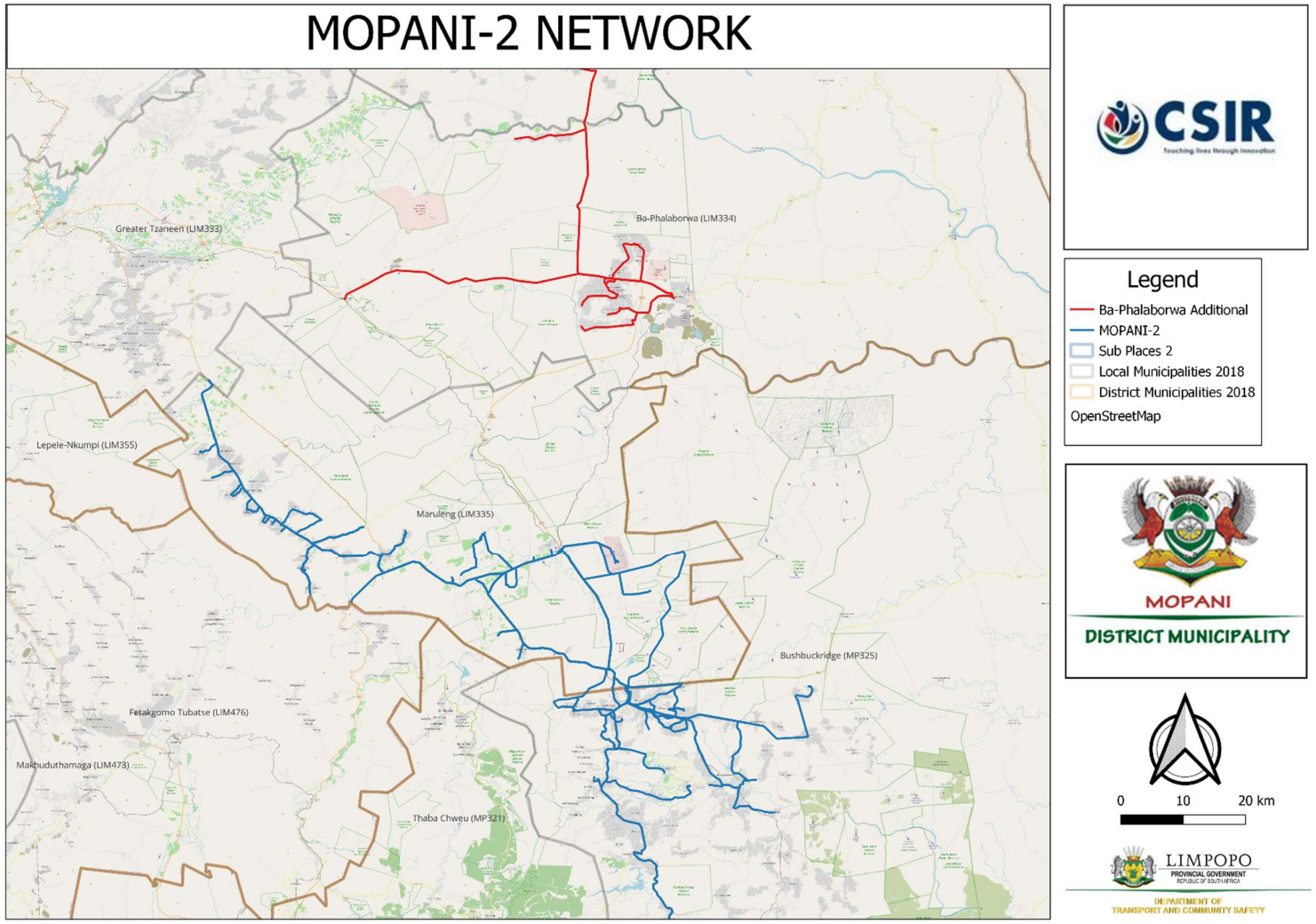


FIGURE 8.2: DETAILED INFORMATION RELATED TO THE ROUTES SPECIFICALLY OPERATED BY THE MOPANI-2 COMPANY FOR ROUTES THAT FALLS WITHIN MLM.

ANNEXURE A

MOPANI-2 SERVICE DESIGNS

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_001	MARIEPSKOP	HOEDSPRUIT SAPD	38	1	1	1	1	1	0	0	0	9,120
MOP2_001	HOEDSPRUIT SAPD	MARIEPSKOP	38	1	1	1	1	1	0	0	0	9,120
MOP2_002	BUYELANE	KAPAMA LODGE	36	1	1	1	1	1	0	0	1	8,640
MOP2_002	KAPAMA LODGE	BUYELANE	36	1	1	1	1	1	0	0	1	8,640
MOP2_003	BUFFELSHOEK VIA COTTONDALE	HOEDSPRUIT	52	1	1	1	1	1	1	0	0	14,976
MOP2_003	HOEDSPRUIT	BUFFELSHOEK/COTTON	52	1	1	1	1	1	1	0	1	14,976
MOP2_004	MALETSEGO	DRAKENSIG	44	1	1	1	1	1	1	0	0	12,643
MOP2_004	DRAKENSIG	MALETSEGO	44	1	1	1	1	1	0	0	0	10,536
MOP2_005	BUFFELSHOEK/COTTON VIA MATIKARENE, MONAMONENE	HOEDSPRUIT	58	1	1	1	1	1	0	0	0	13,992
MOP2_005	HOEDSPRUIT VIA MONAMONENE, MATIKARENE	BUFFELSHOEK/COTTON	58	1	1	1	1	1	0	0	0	13,992
MOP2_006	TSAKANE/GREENVALLEY	ESSEX/GLENCOE	66	1	1	1	1	1	0	0	1	15,912
MOP2_006	ESSEX/GLENCOE	TSAKANE/GREENVALLEY	66	1	1	1	1	1	0	0	1	15,912
MOP2_007	FINALE	HOEDSPRUIT	42	1	1	1	1	1	0	0	1	10,128
MOP2_007	HOEDSPRUIT	FINALE	42	1	1	1	1	1	0	0	1	10,128
MOP2_008	BOCHABELO	HOEDSPRUIT	55	1	1	1	1	1	1	0	1	15,754
MOP2_008	HOEDSPRUIT	BOCHABELO	55	1	1	1	1	1	1	0	1	15,754
MOP2_009	MAMETJA	HOEDSPRUIT	53	1	1	1	1	1	0	0	1	12,600
MOP2_009	HOEDSPRUIT	MAMETJA	53	1	1	1	1	1	0	0	1	12,600
MOP2_010	ENABLE	HOEDSPRUIT TERMINUS	60	1	1	1	1	1	0	0	1	14,352
MOP2_010	HOEDSPRUIT TERMINUS	ENABLE	60	1	1	1	1	1	0	0	1	14,352
MOP2_011	BUFFELSHOEK	BAVARIA	65	1	1	1	1	1	0	0	1	15,624
MOP2_011	BAVARIA	BUFFELSHOEK	65	1	1	1	1	1	0	0	1	15,624
MOP2_012	HEBRON	PARMA	71	1	1	1	1	1	0	0	1	17,136
MOP2_012	PARMA	HEBRON	71	1	1	1	1	1	0	0	1	17,136
MOP2_013	BUFFELSHOEK	BAVARIA	63	1	1	1	1	1	0	0	1	15,000
MOP2_013	BAVARIA	BUFFELSHOEK	63	1	1	1	1	1	0	0	1	15,000
MOP2_014	MALETSHEGO	BAVARIA	49	1	1	1	1	1	0	0	1	11,688
MOP2_014	BAVARIA	MALETSHEGO	49	1	1	1	1	1	0	0	1	11,688
MOP2_015	BROOKLYN	ESSEX	51	1	1	1	1	1	0	0	1	12,168
MOP2_015	ESSEX	BROOKLYN	51	1	1	1	1	1	0	0	1	12,168
MOP2_016	MOLALANE	HOEDSPRUIT	53	1	1	1	1	1	0	0	0	12,600
MOP2_016	HOEDSPRUIT	MOLALANE	53	1	1	1	1	1	0	0	0	12,600
MOP2_017	ROOIBOKLAAGTE (A)	PARMA / AMBROSIA	57	1	1	1	1	1	0	0	1	13,680
MOP2_017	PARMA / AMBROSIA	ROOIBOKLAAGTE (A)	57	1	1	1	1	1	0	0	1	13,680
MOP2_018	CASTEEL	BAVARIA	65	1	1	1	1	1	0	0	1	15,600
MOP2_018	BAVARIA	CASTEEL	65	1	1	1	1	1	0	0	1	15,600
MOP2_019	INAMA	HOEDSPRUIT	41	1	1	1	1	1	0	0	0	9,720
MOP2_019	HOEDSPRUIT	INAMA	41	1	1	1	1	1	0	0	0	9,720
MOP2_020	BUFFELSHOEK	BAVARIA ESTATE	60	1	1	1	1	1	0	0	1	14,400
MOP2_020	BAVARIA ESTATE	BUFFELSHOEK	60	1	1	1	1	1	0	0	1	14,400
MOP2_021	FINALE	HOEDSPRUIT	49	1	1	1	1	1	0	0	0	11,760

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_021	HOEDSPRUIT	FINALE	49	1	1	1	1	**1**	0	0	0	11,760
MOP2_022	THULAMAHASHE	BAVARIA	87	1	1	1	1	1	0	0	1	20,880
MOP2_022	BAVARIA	THULAMAHASHE	87	1	1	1	1	1	0	0	1	20,880
MOP2_023	BUFFELSHOEK	ESSEX	67	1	1	1	1	1	0	0	1	16,032
MOP2_023	ESSEX	BUFFELSHOEK	67	1	1	1	1	1	0	0	1	16,032
MOP2_024	BROOKLYN	BAVARIA	50	1	1	1	1	1	0	0	1	11,880
MOP2_024	BAVARIA	BROOKLYN	50	1	1	1	1	1	0	0	1	11,880
MOP2_025	GA-FANE	HOEDSPRUIT	63	1	1	1	1	1	0	0	0	15,120
MOP2_025	HOEDSPRUIT	GA-FANE	63	1	1	1	1	1	0	0	0	15,120
MOP2_026	HLUVUKANI	ESSSEX	98	1	1	1	1	1	0	0	0	23,568
MOP2_026	ESSEX	HLUVUKANI	98	1	1	1	1	1	0	0	0	23,568
MOP2_027	DINGLEDALE	RICHMOND	82	1	1	1	1	1	0	0	1	19,680
MOP2_027	RICHMIND	DINGLEDALE	82	1	1	1	1	1	0	0	1	19,680
MOP2_028	OKKERNOOT/MBONDWENI	HOEDSPRUIT	45	1	1	1	1	1	0	0	0	10,872
MOP2_028	HOEDSPRUIT	OKKERNOOTBOOM	45	1	1	1	1	1	0	0	0	10,872
MOP2_029	OKKERNOOT/MBONDWENI	BAVARIA	62	1	1	1	1	1	0	0	1	14,790
MOP2_029	BAVARIA	OKKERNOOTBOOM	62	1	1	1	1	1	0	0	1	14,790
MOP2_030	BALLOON	HOEDSPRUIT	99	1	1	1	1	1	0	0	0	23,760
MOP2_030	HOEDSPRUIT	BALLOON	99	1	1	1	1	1	0	0	0	23,760
MOP2_031	SIGAGULA	HOEDSPRUIT	45	1	1	1	1	1	1	0	0	12,816
MOP2_031	HOEDSPRUIT	SIGAGULA	45	1	1	1	1	1	1	0	0	12,816
MOP2_032	SIGAGULA	PARMA	65	1	1	1	1	1	0	0	1	15,480
MOP2_032	PARMA	SIGAGULA	65	1	1	1	1	1	0	0	1	15,480
MOP2_033	WHITECITY	ESSEX/HAMERKOPNES	76	1	1	1	1	1	0	0	1	18,240
MOP2_033	ESSEX/HAMERKOPNES	WHITECITY	76	1	1	1	1	1	0	0	1	18,240
MOP2_034	ISLINGTON	ESSEX/HAMERKOPNES	91	1	1	1	1	1	0	0	1	21,840
MOP2_034	ESSEX/HAMERKOPNES	ISLINGTON	91	1	1	1	1	1	0	0	1	21,840
MOP2_035	THULAMAHASHE	HOEDSPRUIT	98	1	1	1	1	1	1	0	0	28,080
MOP2_035	HOEDSPRUIT	THULAMAHASHE	98	1	1	1	1	1	0	0	0	23,400
MOP2_036	HOEDSPRUIT TERM	BUYELANE	40	1	1	1	1	1	0	0	1	9,600
MOP2_036	BUYELANE	HOEDSPRUIT	40	1	1	1	1	1	0	0	1	9,600
MOP2_037	AIRFORCE	BUYELANE	60	1	1	1	1	1	0	0	0	14,400
MOP2_038	MOREKU/NEWLINE	ESSEX/HAMERKOPNES	67	1	1	1	1	1	0	0	1	16,080
MOP2_039	TSAKANE/GREENVALLEY	HOEDSPRUIT	46	1	1	1	1	1	0	0	0	11,040
MOP2_040	CASTEEL VIA BOERS,SIZAGOGO, AND ROOIBOK	HOEDSPRUIT	69	1	1	1	1	1	0	0	0	16,560
MOP2_041	CASTEEL	AIRFORCE A	69	1	1	1	1	1	0	0	0	16,560
MOP2_042	HOEDSPRUIT	CASTEELVIA ZOEKNOG	62	1	1	1	1	1	1	0	2	17,856
MOP2_043	BUFFELSHOEK VIA COTTONDALE, CHAVELAGAZA	BAVARIA	85	1	1	1	1	1	0	0	1	20,448
MOP2_044	BUFFELSHOEK/COTTON STRAIGHT	AIRFORCE B	59	1	1	1	1	1	0	0	0	14,064
MOP2_045	AIRFORCE B VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	63	1	1	1	1	1	0	0	0	15,000
MOP2_046	BUFFELSHOEK/COTTON VIA ACORNHOEK PLAZA	HOEDSPRUIT	52	1	1	1	1	1	2	0	0	17,573

TABLE A-1: MOPANI-2 SERVICE DESIGN FROM 1 APRIL 2025												
Route ID	**Origin**	**Destination**	**Route length**	**Mon**	**Tue**	**Wed**	**Thurs**	**Fri**	**Sat**	**Sun**	**P/H**	**Annual KM**
MOP2_047	BUYELANE	DRAKENSIG	45	1	1	1	1	1	0	0	0	10,680
MOP2_048	ESSEX/HAMERKOPNES	MOREKU/NEWLINE	85	1	1	1	1	1	0	0	1	20,352
MOP2_049	DRAKENSIG	TSAKANE/GREENVALLEY	43	1	1	1	1	1	0	0	0	10,344
MOP2_050	DRAKENSIG	CASTEEL	64	1	1	1	1	1	0	0	0	15,336
MOP2_051	BAVARIA VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	52	1	1	1	1	1	0	0	0	12,552
MOP2_052	HOEDSPRUIT VIA ACORNHOEK PLAZA	BUFFELSHOEK/COTTON	53	1	1	1	1	1	0	0	0	12,744
MOP2_053	HOEDSPRUIT	BOCHABELO	74	1	1	1	1	1	0	0	0	17,712
MOP2_054	THULAMAHASHE	AIRFORCE C	88	1	1	1	1	1	0	0	0	21,072
MOP2_055	AIRFORCE BASE A	BUFFELSHOEK/COTTONDALE	57	1	1	1	1	1	0	0	0	13,704
MOP2_056	HOEDSPRUIT	BOCHABELO VIA MORIA FOOD	57	1	1	1	1	1	0	0	0	13,752
MOP2_057	THE WILLOWS	HOEDSPRUIT	45	1	1	1	1	1	0	0	0	10,680
MOP2_058	BAVARIA	BOCHABELO	48	1	1	1	1	1	0	0	0	11,400
MOP2_059	BAVARIA	COTTONDALE	61	1	1	1	1	1	0	0	0	14,640
MOP2_060	COTTONDALE	HOEDSPRUIT	56	1	1	1	1	1	0	0	0	13,440
MOP2_061	BAVARIA FRUIT ESTATE	THE WILLOWS	41	1	1	1	1	1	0	0	0	9,768
MOP2_062	Ballon	Hoedspruit Via Turkey 1-4	83	1	1	1	1	1	0	0	0	19,814
MOP2_062	Hoedspruit Via Turkey 1-4	Ballon	83	1	1	1	1	1	0	0	0	19,814
				97	**97**	**97**	**97**	**97**	**11**	**-**	**52**	**1,441,232**

ANNEXURE B

TAXI OPERATING COMPANIES (TOC)
PLANNING & PREPARATION PROCESS