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

Executive Summary

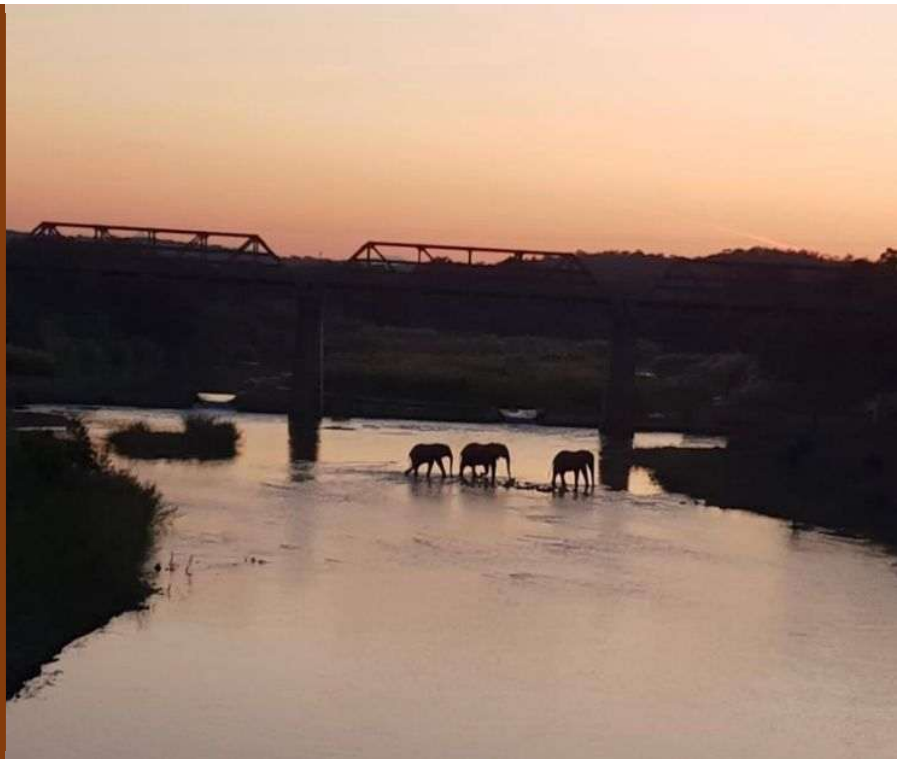


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EXECUTIVE SUMMARY

This Local Integrated Transport Plan (LITP) has been prepared for Maruleng Local Municipality (MLM) in terms of Section 36(1) of the National Land Transport Act 2009, (Act No. 5 of 2009) (NLTA) and the Amended National Land Transport Act 2009 (Act No. 23 of 2023) (NLTA Amended).

The NLTA and Amended NLTA requires all planning authorities to prepare transport plans in their jurisdiction for the period of 5 years that must be updated annually. The **LITP** must be submitted to the Limpopo Department of Transport and Community Safety (LDTCS) Member of the Executive Committee (MEC) for approval.

The content of the **MLM-LITP** is based on:

MINIMUM REQUIREMENTS FOR THE PREPARATION OF INTEGRATED TRANSPORT PLANS, published on 23 July 2016 by the Minister of Transport hereby, in consultation with the MECs, publish the Minimum Requirements in the Schedule in terms of section 8(1)(q), (r) and (s) and section 36(1) and (2) of the National Land Transport Act, 2009 (Act No. 5 of 2009).

a) INTRODUCTION (CHAPTER 1)

The LITP covers the Maruleng Local Municipality Area.

The Maruleng LM contains 14 wards, with varying physical sizes depending on the population density. The wards encompassing nature reserves have larger areas due to the scattered settlements. The northwest region has more municipal wards than the east, primarily due to the high concentration of rural villages. The MLM wards are shown in **Table Ex-1**.

TABLE EX-1: LIST OF MLM WARDS

Ward Number	Urban/Rural Areas
Ward 1	Hoedspruit (Urban), Farms (East of Hoedspruit)
Ward 2	Klaserie, Kampersrus (Urban), Dingapong, Santeng (Part)
Ward 3	Finale, Diphuti/The Oaks (part),
Ward 4	Ga-Mabin, Ga-Mametja, and Sedawa (part)
Ward 5	The Willows, Sedawa (part), Santeng (part)
Ward 6	Mica (Urban), Bismark, London, Sefikeng, Worcester, Enable (part)
Ward 7	Setjupereng, Naphuno, Turkey, Busthana, Enable (part), Turnkey (part)
Ward 8	Makgaung, Ntswelemotse, Turnkey (part), Moetladimo (part)
Ward 9	Metz, Moetladimo A (part), Madeira (part)
Ward 10	Sofaya (part), Madiera (part)
Ward 11	Hlohlokwe, Ticky Line, and Sofaya (part)
Ward 12	Ga-Sekororo (part), Lorraine
Ward 13	Calais, Balloon (part)
Ward 14	Mahlomelong, Balloon, Ga-Sekororo (part)

The various input items provided for the **MLM-LITP** will be relevant for the period from October 2025 to September 2030.

Section 15 of the NLTA and Amended NLTA provides that the City / Municipality must establish an Intermodal Planning Committee (IPC) consisting of prescribed officials and representatives of operators. The functions of the committee are to co-ordinate public transport between the modes. The MLM has an established Transport Forum.

The **MLM-LITP** preparation included consultation and participation of interested and affected parties required for the preparation of the IDP in terms of Chapter 4 and section 29(1)(b) of the Local Government: Municipal Systems Act 2000 (Act No 32 of 2000). The **MLM-LITP** is a specific sector plan that feeds into the Integrated Development Plan and ultimately forms part of the Provincial Land Transport Framework.

b) TRANSPORT STATUS QUO ANALYSIS - TRANSPORT REGISTER (CHAPTER 2)

This chapter spells out the status quo of transport in MLM. It includes the entire transport system taking into consideration all local modes of transport such as rail, bus, mini-taxi and metered taxi transport. The following subsections are relevant:

i) Demographic and Socio-economic.

MLM is situated in the south-eastern quadrant of the Limpopo Province within the Mopani District Municipal Area of Jurisdiction. The municipal area extends over 324 699 hectares, and it comprises of 33 rural villages and 3 urban areas. It has a population size of 128 137, 90% of which are situated in rural areas.

ii) Spatial Development Framework.

The Municipal Spatial Development Framework, 2024 (MSDF) supports and informs public and private investment decisions that affect the spatial form of a Municipality. It establishes a framework that includes a spatial vision, policy parameters and development priorities for the Municipality.

iii) Transport Implications of the SDF

Integrated transport and land use planning strategies need to achieve transport provision that includes the urban perspective.

The 2025/2030 **MLM-LITP** determines and describes the transport-related issues, problems and needs of the municipality and its residents, to complement the spatial planning process. The Overall Network Design is described and sets out the high-level view of the future system for rail and road-based services, contracted and non-contracted in **Chapter 6** of the 2025/2030 MLM-LITP.

iv) General Overview of the Transportation System.

The 2025/2030 **MLM-LITP** determines and describes the transport-related issues, problems and needs of the municipality and its residents. The following are relevant:

- Modal split between private, public transport (by mode) and non-motorised transport modes for work, education and other trips made during a typical weekday morning peak period.
- Levels of dissatisfaction with the different aspects of the transport system and different modes of transport in the area, including travel times, costs, availability and accessibility, safety and the reliability of public transport services.
- Average travel time to work and education, travel time for public transport trips to work, walking times to public transport by mode, and percentage of households spending more than 10% of income on public transport.
- The main transport problems in the municipality towards which the policies, strategies and projects in the 5-year **MLM-LITP** will be addressed.

v) Description of the regular daily transportation system.

The following information was obtained as part of the regular daily transport system:

- Passenger rail infrastructure, rolling stock, and line capacity and utilisation.
- Road-based public transport (namely bus and minibus-taxi) infrastructure.
- Road-based routes per mode and per major operator or TA.
- Summary and analysis of the fare systems (structure, levels, fare collection systems and concessions) of different services in the area.
- Passenger rail service capacity and capacity utilisation per line in the peak period.
- Road-based public transport service capacity and capacity utilisation per route in the peak period.
- Summary of area-to-area movements based on cordon counts.
- Analysis of conditions of transport infrastructure, facilities and rolling stock.

vi) Description of other public transport services and modes of transport.

This section provides a summary of the location and size of operations where available, infrastructure and/or any contractual arrangements for:

- Metered taxis.
- E-hailing services.
- Long-distance and cross-border transport.
- Transport for learners.
- Non-motorised transport.

vii) Description of institutional and organisational make-up of public transport industry.

This section provides a summary of other road-based transport operators in MLM.

viii) Roads and traffic.

ix) Freight transport.

This section provides an understanding of the Provincial Freight Transport based on the Limpopo Provincial Land Transport Framework(2015 to 2019) and deals with Road Freight, Rail Freight and Air Freight.

x) Financial information.

This section is described extensively in Chapter 5 and contains sources of income and expenditure by MLM on all transport services and infrastructure within its area, and annual expenditure by state-owned entities in the ITP area on infrastructure and operational subsidies (SANRAL, Province, PTIS grants, etc.).

c) TRANSPORT NEEDS ASSESSMENT (CHAPTER 3)

This chapter determines and describes the transport-related issues, problems and needs of the municipality and its residents based on the following:

i) Assessment of issues, problems, trends and performance standards revealed by the Transport Register.
ii) Processes of public participation and stakeholder feedback aimed at identifying the needs of the community present and future transport demand estimation, determined by extrapolation from current trends, modelling, and/or other estimations.
iii) The upgrading and maintenance needs of all roads and public transport facilities for which the planning authority is responsible must be identified.
iv) The identified need for new roads and facilities.

The transport needs assessment is addressed by means of:

i) Modal split.
ii) Public transport.
iii) Measures to promote public transport.
iv) The needs of learners and persons with special needs.
v) Non-motorised transport.
vi) Private transport.
vii) Travel demand estimation.
viii) Transport and technology.
ix) Road network.

The investigation into the transport needs assessment for Maruleng has had the following important findings in terms of:

i) Walking.
ii) Public Transport, **Chapter 6**.
iii) Integration of NMT and PT Planning.
iv) Hybrid/Electric Technology.

d) TRANSPORT IMPROVEMENT PROPOSALS (CHAPTER 4)

This section deals with the following:

i) Spatial Development Objectives of which 9 were identified as part of the MLM-SDF (2024), as summarised below:

- **Objective 1:** Environmental Sustainability.
- **Objective 2:** Corridor Development and Connectivity.
- **Objective 3:** Functional Nodal Hierarchy.
- **Objective 4:** Urban and Rural Development Edges.
- **Objective 5:** Strategic Development Areas and Upgrading Intervention Areas.
- **Objective 6:** Basic Service Clusters.
- **Objective 7:** Agriculture and Mining Resources.
- **Objective 8:** Agro-industries & Manufacturing.
- **Objective 9:** Tourism.

More specific information is provided for the **Development Objectives 2, 3, 6, 8 and 9** based on extractions from MLM-SDF, since it related to identification of transport related improvements. These projects are listed below in the Additional Projects **Table Ex-5.6** (**Projects 1 to 27**)

ii) Public Transport Facilities and needs related to primary, secondary and local service nodes as identified and summarised for:

- Primary Node, Hoedspruit.
- Secondary Node, Oaks/Diphuti.
- Secondary Node, Metz.
- Rural Node, Sekororo Lorraine
- Naphuno.

e) FINANCE AND IMPLEMENTATION PLAN (CHAPTER 5)

This chapter contains the following:

i) Funding strategy and summarising sources of income and funding constraints.
ii) Summary of all the proposals, projects and programmes for this **LITP**.
iii) Prioritisation of these proposals, projects and programmes and the allocation of funds to them, depending on budgetary constraints.
iv) Description of the budget and programme for the five-year period of this **LITP**.

MLM has various transport project proposals, some of which are already in their implementation phase, for both capital and operational initiatives.

Not all projects are, however, planned and/or funded by MLM. Apart from the "own-funded" projects, there are other government departments and parastatals that fund some of these transport projects. Consequently, the following are summarised and discussed in more detail as part of the following subsections:

i) Own revenue as per MLM Integrated Development Plan (IDP).
ii) South Africa National Roads Agency (SANRAL).
iii) Roads Agency Limpopo (RAL).
iv) Projects identified as part of the MDM-IPTN.
v) Additional projects identified as part of **MLM-LITP**, to be approved and included as part of future IDPs.

MLM receives a share of DORA which it then manages in terms of the Municipal Finance Management Act of 2003 (MFMA). The transport sector's share of this funding is further administered by the Municipal Land Transport Fund (MLTF).

The MLTF is a fund that has been established in terms of Section 27 (1) of the National Land Transport Act of 2009 (NLTA). Sections 27 and 28 of the NLTA require MLM to "receive, raise, invest and spend money" through an MLTF for transport-related functions.

Section 27 of the NLTA provides that MLM must administer the MLTF and use it to defray the cost of the functions of the Municipality in terms of the NLTA or its **LITP**. The MLTF must also be used to cover any other expenditure that will promote the objectives of the NLTA in the Municipality's Area.

Section 27 NLTA states further that the following sums must be paid into the MLTF:

i) Money appropriated by the Minister.
ii) Money appropriated by the MEC.
iii) User charges collected in terms of Section 28 of the NLTA.
iv) Interest on invested cash balances.
v) Donations and contributions to the MLTF from any other source, including foreign aid agencies.

Section 28 of the NLTA grants powers to impose a variety of user charges.

The sources of DORA funding for transport that MLM has access to:

i) Integrated Urban Development Grant (IUDG).
ii) Public Transport Network Grant (PTNG).
iii) Neighbourhood Development Partnership Grant (NDPG).
iv) Equitable Share.
v) Municipal Finance Management Grant (FMG)
vi) Expanded Public Works Program (EPWP)

MLM also allocates funding from non-DORA sources, such as Capital Replacement Reserve (CRR) and Own Revenue.

MLM 's operating budgets, as previously stated, are reported on an annual basis and per sector. The current year's budget is fixed, and the following two years are estimated. The current approved detailed operating costs for the transport sector from MLM's approved MTREF budget as per the 2025/2026 approved IDP shown below in **Table Ex-2.**

TABLE EX-2: MLM IDP MTREF SUMMARY

Financial Year	Transport Budget		
	Sector		Total
	Roads, Stormwater & Bridges	Maintenance & Repairs	
2025/2026	R190 607 442	R16 500 000	R207 107 442
2026/2027	R132 518 346	R6 792 500	R139 310 846
2027/2028	R114 541 830	R6 962 313	R121 504 143
TOTAL	**R437 667 619**	**R30 254 813**	**R467 922 432**

Table Ex-3 below summarises the proposals, projects and programmes from the IDP for this LITP, together with the financial implications of each, including subsidies and operational costs.

TABLE EX-3: MLM-IDP (2025/2026) SUMMARISED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges	Upgrading of Gravel to Paved Road.	R301 471 411	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Bridge Construction.	R20 480 000	
	Rehabilitation of Roads.	R115 716 208	
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R10 000 000	
	TOTAL	**R467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

Table Ex-4 below shows the detailed breakdown of the budgeted transport projects from the latest MLM-IDP (2025/2026), while **Table Ex-5** below provides a summary of planned SANRAL infrastructure planning and construction projects within MLM.

TABLE EX-4: MLM-IDP (2025/2026) DETAILED TRANSPORT BUDGET ALLOCATIONS			
Name of Proposal, Project or Program	**Summary of Proposal, Project or Program**	**Financial Implications Over Three Years**	
		Total CAPEX	**Funding Source(s)**
Roads, Stormwater and Bridges Construction and Rehabilitation	Maruleng low level bridges (Construction).	R20 480 000	(MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Balloon internal street (Upgrade).	R2 093 296	
	Scotia internal street (Upgrade).	R13 982 608	
	Madeira access road (Upgrade).	R43 575 047	
	Molalane internal street (Upgrade).	R13 865 503	
	Willows internal street (Upgrade).	R8 631 783	
	Lorraine – Bellville Nkopedjie access road (Upgrade).	R13 422 155	
	Essex road (Upgrade).	R72 026 296	
	Construction of Metz internal street Phase 1 (Upgrade).	R33 617 391	
	Makgaung internal street (Upgrade).	R36 493 815	
	Mahupje ring road (Upgrade).	R3 000 000	
	Bismarck internal street (Upgrade).	R43 057 008	
	Turkey 2 to Turkey 3 internal street (Upgrade).	R17 706 509	
	Hlohlokwe to Sofaya access road (Rehabilitation).	R6 015 215	
	Hlohlokwe/ Ga Mohlala (Rehabilitation).	R25 000 000	
	The Oaks to Final access road (Rehabilitation).	R79 376 210	
	Lorraine access road (Rehabilitation).	R5 324 783	

Name of Proposal, Project or Program	Summary of Proposal, Project or Program	Financial Implications Over Three Years	
		Total CAPEX	**Funding Source(s)**
Maintenance and Repairs	Routine Maintenance of Municipal Roads and Bridges.	R20 254 813	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE
	Households based routine roads maintenance in MLM.	R10 000 000	
	TOTAL	**R467 922 432**	IUDG (MIG), FMG, EQUITABLE SHARE, EPWP, OWN REVENUE

TABLE EX-5: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM					
Project Number	**Description**	**Project Type**	**Project Status**	**Start Date**	**Planned End Date**
CONTRACT SANRAL X.002-120-2019/1F	Routine Road Maintenance of National Route R36 from Fetakgomo, Tubatse Local Municipal to Greater Tzaneen Local Municipal Border, R40 from Mpumalanga border to Ba-Phalaborwa Local Municipal border, R526 from R40 to Ba-Phalaborwa Municipal Border, and R531 from R40 to Orpen Kruger Park.	Routine Road Maintenance.	Current.	Already commenced.	To be confirmed.
EMERGENCY CONTRACT X.002-120-2019/2	Road R527.	To be confirmed.	To be confirmed.	To be confirmed.	To be confirmed.
CONTRACT SANRAL X.002-182-20/1F	Routine Road Maintenance of National Route R36 from Fetakgomo Tubatse Municipal to Greater Tzaneen Municipal border, R40 from Mpumalanga border to Bs-Phalaborwa Municipal Border, R526 from R40 to Ba-Phalaborwa Municipal Border, R531 from R40 to	Future Routine Road Maintenance.	Will be appointed from panel.	To be confirmed.	To be confirmed.

TABLE EX-5: SANRAL INFRASTRUCTURE PLANNING AND CONSTRUCTION PROJECTS WITHIN MLM					
Project Number	**Description**	**Project Type**	**Project Status**	**Start Date**	**Planned End Date**
	Orpen Kruger Park and R527 from R36 Intersection to Hoedspruit.				
CONTRACT SANRAL R.040-050-2020/3	The Resurfacing on National Route R40 Section 5 from Arthur's Seat (Km 53.0) to Hoedspruit (Km 93.79)	Construction Tender.	Advertised and tender closed.	Estimated start: 3 November 2025.	15 Months including 3 months mobilization period.
CONTRACT SANRAL R.040-060-2020/1:	The Resurfacing of National Route R40 Section 6 from Hoedspruit (Km 0,00) To R526 Intersection (Km 32,02)	Construction Tender.	Design Phase.	Estimated start: 2 February 2026.	13 Months including 3 months mobilization period.

Table Ex-6 below shows a summary of planned RAL projects within MLM Area.

TABLE EX-6: RAL EXISTING INFRASTRUCTURE PLANNING FOR MLM				
Project Name	**Activity**	**Roads**	**Description**	**Outputs**
T1019C	Preventative Maintenance	D3873	Bokgaga to Laphephane	Finishing compliance documents
T1019A	Preventative Maintenance	D3873	Bokgaga to Laphephane	Practically Completed
T1114A	Preventative Maintenance	D21	Ofcolaco to Gafani	In progress
T1114B	Preventative Maintenance	D21	The Oaks to Sekororo	Under Design
T1115	Preventative Maintenance	D1656	From P181/1 to Mica	Design Completed
T1110B	Preventative Maintenance	D1909	P17/4 to Timbavati	Practically Completed
T1308	Bridge Refurbishment	435, 6118, NB102, NB185, NB186, NB192,UN136, UN155, UN156 and UN157	Improvement to bridges	Under Design

Hoedspruit East Gate Airport is currently a privately-owned domestic airport which serves as a hub for both domestic and international tourists receiving commercial flights from both Cape Town and Johannesburg as well as private charters.

An application for an international license is in process and being coordinated at provincial level by the MEC of Transport. The approval of a customs point will have a significantly positive impact on tourism numbers and hence increased expenditure within MLM.

Table Ex-7 below lists additional projects identified in Chapters 4 and 5 of the **MLM-ITP.**

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
1.	Annual updating of **MLM-LITP**.	General
2.	Prepare and annual update of MLM Roads Master Plan.	General
3.	Prepare and annual update of MLM Non-motorised Plan.	General
4.	Develop and maintain MLM Road Network Management System for proactive maintenance of roads.	General

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
5.	Implementation of projects related to the Operating License Plan for MLM such as ring-fencing of OLs and TAs members: a) Determine and implement a process to comment on OLs applications received from LPRE. b) An Assistant Manager for Public Transport Regulation and Compliance need to be appointed for the administration related to the processes and activities between MLM, the Operators and LPRE or NPTR. c) Ring-fencing of OLs and TAs members. d) Token system for public transport facilities and the implementation that includes by-laws. e) Metered taxi strategy. f) Guidelines for recommendations pertaining to long-distance public transport service OLs. g) MLM should explore the possibility of Tuk-Tuks services, define the areas where the service will be sustainable and collaborate with the taxi industry as part of the development of the MTS. h) Real-time operational strategy for OLAS for the Limpopo Province. (14 days buffer to allow for administrative processes) i) Public Transport Facility Operational Agreements between Operators and MLM if the facility belongs to MLM. The property owner should be included if the facility does not belong to MLM.	OLS
6.	Plan, design and construct a truck inn facility for MLM (see also 16 below)	Freight
7.	Plan, design and construct non-motorised transport projects (schools and identified routes) as per NMT Master Plan.	NMT
8.	Maintain an Intermodal Planning Committee (Transport Forum) to comply with NLTA and Amended NLTA (Section 15)	Planning Mechanism
9.	Eastgate International Airport.	Freight & Tourism
10.	Sheltering of existing public transport stops and construction of new ones.	IPTN
11.	Plan and implement Static Weigh Bridge for the MLM-Area (see also 15).	Freight
12.	Routine maintenance and upgrading of the existing corridor linkages (see also 26): a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21. c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and d) Hoedspruit. e) Strategic Tourism Links f) Critical Rural Routes.	Corridor Development & Connectivity

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
13.	Upliftment and developed R40 as a Railway Corridor (see also 27).	Corridor Development & Connectivity
14.	Development of Road D21 as an Integrated Public Transport as Strategic Link (see also 19).	Corridor Development & Connectivity
15.	Identification of locality of a Static Weigh Bridge.	Corridor Development & Connectivity
16.	Development of Truck Inn at Klaserie.	Corridor Development & Connectivity
17.	Provide Intermodal Public Transport Facility that integrate the respective public transport facilities and modes, to enhance Hoedspruit with the following ancillary facilities: a) Development of Intermodal Public Transport Facility. (Universal Accessible). b) Improve / Upgrade other Public Transport Facilities in Town. c) Link other Public Transport Facility in CBD with Intermodal Public Transport Facility. d) Implement NMT walkways and bicycles ways to link with Public Transport and Origins / Destinations. e) Provide street furniture, information signs, traffic signs and lights. f) Formalise Hawker Facilities inside and outside Public Transport Facilities. g) Identify strategic areas to accommodate hawker Facilities h) Provide security camaras and security personnel. i) Traffic Law enforcement for private and public transport modes.	Functional Nodal Hierarchy
18.	Transport infrastructure development at the following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine and Naphuno. Transit Orientated Developments (TODs) should be incorporated.	Functional Nodal Hierarchy
19.	Development of Road D21 as an Integrated Public Transport Network as Strategic Link.	Functional Nodal Hierarchy
20.	Improve / provide Public Transport Facilities following nodes Hoedspruit, Metz, Oaks/Diphuti, Lorraine/ Sekororo and Naphuno.	Basic Service Clusters

TABLE EX-7: ADDITIONAL PROJECTS IDENTIFIED AS PART OF MLM-LITP TO BE PART OF FUTURE IDPS		
Project Number	**Project Description**	**Project Category**
21.	The following infrastructure typical forms part of the Integrated Public Transport Facilities: a) Transit Orientated Developments (TODs) should be incorporated. b) Typical Public Transport Facilities. c) Destinations served. d) Type of Public Transport Modes. e) Type of NMT provided. f) Infrastructure required as part of Facility. g) Ancillary Facilities. h) Operation and Maintenance.	Basic Service Clusters
22.	Maintenance of Road R531 as part of the Agro-processing corridor.	Agro-industries & Manufacturing
23.	Determination of Medium to Long Term Road capacity and ancillary facilities.	Agro-industries & Manufacturing
24.	Development of Eco-industrial Park, with cargo capacity/facilities, to be integrated in the Eastgate Airport, enhancing the export capacity of the municipality.	Agro-industries & Manufacturing
25.	Development of Strategic Tourism Links (STLs).	Tourism
26.	Routine maintenance and upgrading of the existing corridor links: a) Regional Corridor (RC), Road R40. b) Agrarian Transformation Corridor, Road D21. c) Agro-processing Corridor, Road R527 between Diphuti / The Oaks and d) Hoedspruit. e) Maintenance of Road R331.	Tourism
27.	Upliftment and develop a R40 Railway Corridor (Passengers).	Tourism

Note: Several of the projects identified as part of the table is incorporated as part of the RAL and SANRAL Projects. Funding sources for the other additional projects are, however, still to be determined.

f) OVERVIEW OF PUBLIC TRANSPORT PLAN (CHAPTER 6)

The **MLM-PTP** is based on all relevant data and information available, including the TR, the Subsidy Information System, the Operating Licensing Administration System (OLAS), other funding, and existing contract documents.

Based on the STAATSKOERANT, 29 JULY 2016 No. 40174 All Schedule 1, district municipalities are required to develop a PTP, whether the services in the area covered by the plan are contracted or not, subsidised or not, or whether there are many modes or only a single mode of transport in operation.

The focus of the **MLM-PTP** is to integrate the public transport network, services and modes. The plan provides the basis for rationalising and restructuring the public transport system, designing contracts for contracted services and awarding operating licences to non-contracted services.

The PTP comprises of six parts:

i) Part 1, Policies and Strategies.
ii) Part 2, Overall Network Design.
iii) Part 3, Commuter Rail Plan (not relevant for MLM).
iv) Part 4, Contracted Services Plan.
v) Part 5, Non-Contracted Services Plan.
vi) Part 6, Operating License Plan (OLP), separate document.

An Operating License Plan (OLP) was prepared as a separate document as part of this Public Transport Plan. (see **Appendix B-1**)

The 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, the Amended NLTA no. 23 of 2023, and the related NLTA Regulations, the MLM sets conditions for the granting of OL's 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.

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 2025/2030 **MLM-LITP**. On approval of the **MLM-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.

Buses and taxis need to be incorporated as part of the Mopani Integrated Public Transport Networks (IPTN).

A model of providing scheduled taxi services is contained as part of the guidelines provided as per the document prepared for Taxi Operating Companies (TOC) planning and preparations processes as part of the **MLM-LITP**. The OLP contains the following Chapters:

i) Introduction.
ii) Operating Licenses.
iii) Operating Licences for non-regular modes of transport.
iv) Conditions for evaluation of operating licences.
v) Operating Licences administration system.
vi) Enforcement strategies.
vii) Conclusion.

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 Operating License Strategy (OLS) is set out in **Appendix B-1** of the **MLM-LITP** and is summarised as follows:

i) 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.

ii) Types of applications requiring Operating Licences (OLs) include:

- New applications.
- Amendments.
- Cancellation.
- Transfers.

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

There are two taxi associations operating within MLM and the recommended number of OL's are shown in **Tables Ex-8.1 and Ex-8.2** below:

TABLE EX-8.1: LETABA TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES			
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 Licenses to be issued.	**92**	**66**	**48**

TABLE EX-8.2: THE OAKS TAXI ASSOCIATION RECOMMENDED NUMBER OF OPERATING LICENSES			
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 Licenses to be issued	**35**	**23**	**14**

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

i) The Mopani District Municipality Enquiry and Maruleng Municipality Enquiry Teams, needs to play a leading role with the process of issuing new operating licenses.
ii) 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 Licenses.
iii) 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 Licenses.
iv) The Mopani District Municipal and Maruleng Municipality Enquiry Teams should treat Operating Licenses applications with Destinations (Point "B") outside MLM borders with the necessary care to avoid possible conflict. Amongst others, 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.

g) RATIONALISATION PLAN (APPENDIX B-2)

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, by CSIR".* The subsidised bus services in the Limpopo Province, which included 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 in the Limpopo Province.

As of the 1st of April 2025, new bus contracts were implemented across MDM and they are listed in **Table Ex-9** 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 EX-9: 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 Ex-1 contains the routes implemented as of the 1st of April 2025 with new bus contracts across MDM.

Annexure A as part of the MLM-Rationalisation Plan contains the Mopani-2 Service Designs, while **Annexure B** MLM-Rationalisation Plan provides Taxi Operating Companies (TOC) Planning & Preparation Process as part of the MLM Rationalisation Plan (see **Appendix B-2**). 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:

i) Grouping of vehicles owners (operators) and/or even associations.
ii) Collectivising revenues.
iii) Collectivising costs.
iv) Collectivising management.
v) Moving towards scheduled services.

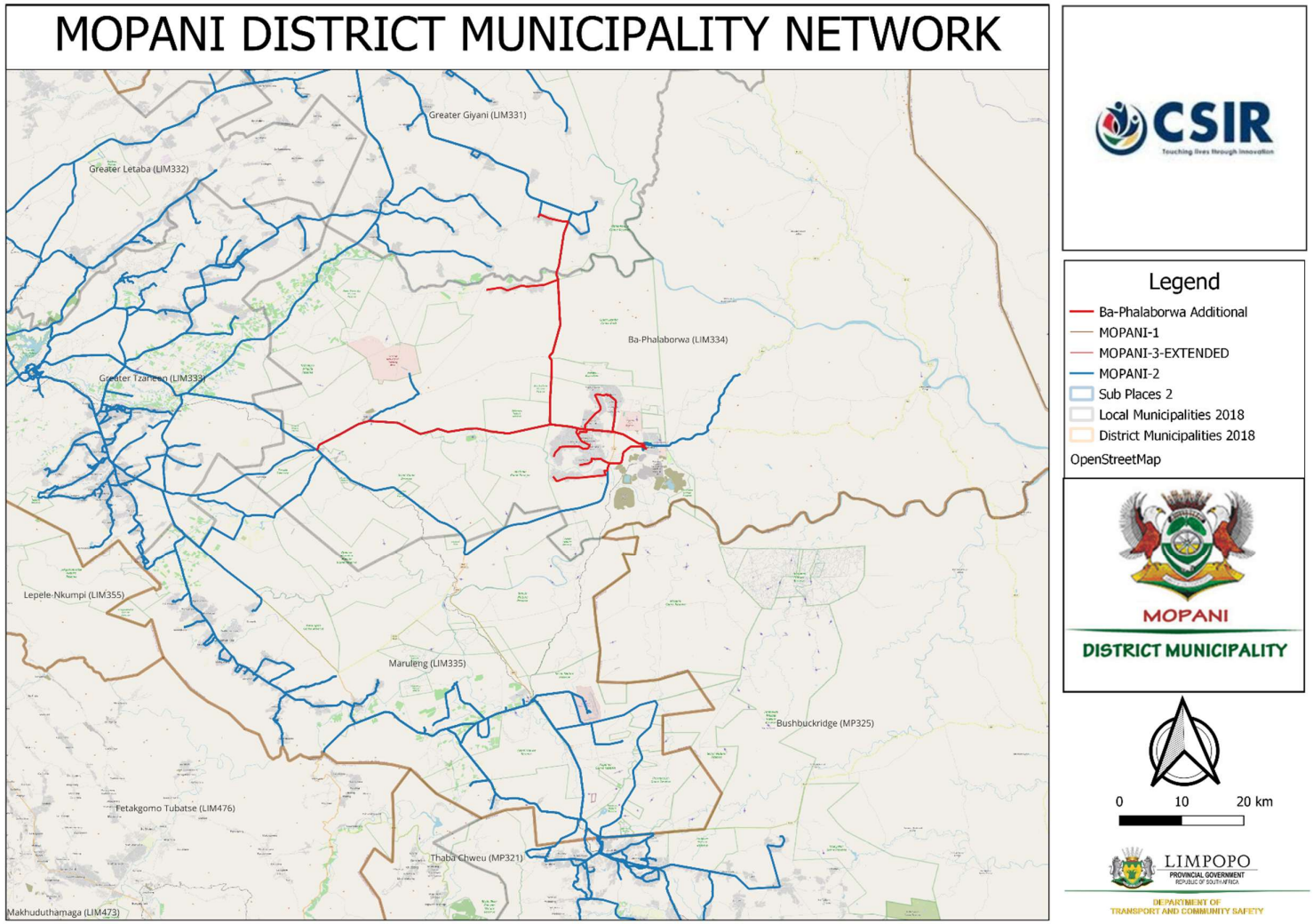


FIGURE EX-1: ROUTES IMPLEMENTED AS OF THE 1ST OF APRIL 2025 WITH NEW BUS CONTRACTS ACROSS MDM

Source : MLM Rationalisation Plan, **Appendix B-2**.

h) FREIGHT TRANSPORT (APPENDIX C-1)

A summary of the Freight and Logistics Strategy for MLM is contained in **Appendix C-1** and is summarised below:

i) Legislative and Policy Requirements.

This section focuses on relevant national, provincial and local policy and legislation that guides freight transport planning and infrastructure requirements.

ii) Situation analysis of freight aspects.

This status quo of the freight strategy chapter aims to reflect on the most recent strategies and studies relating to all modes of freight transport on all levels of government. The most critical initiatives and projects are summarised under the different levels of government which will enable the municipality to plan, budget and align its internal resources for the implementation of such projects when required.

iii) Maruleng freight profile.

Maruleng has a strong tradition of agriculture, which is emphasised in the Maruleng LM Reviewed IDP 2025-2026.

iv) Freight vehicle management and overload control (logistics strategies).

This section covers the following aspects:

- Policies.
- Overload Control Strategy.
- Static Weighbridges.
- Screening Points.
- Checkpoints.

v) Dangerous goods movement (Hazmat Strategy)

The section elaborates on the following:

- National Land Transport Act (NLTA) 15 of 2009.
- Limpopo Provincial Land Transport Framework (PLTF) 2015 to 2019.
- MLM Dangerous Goods Movement.

Figure Ex-2 below shows the MLM interim freight and dangerous goods roads network.

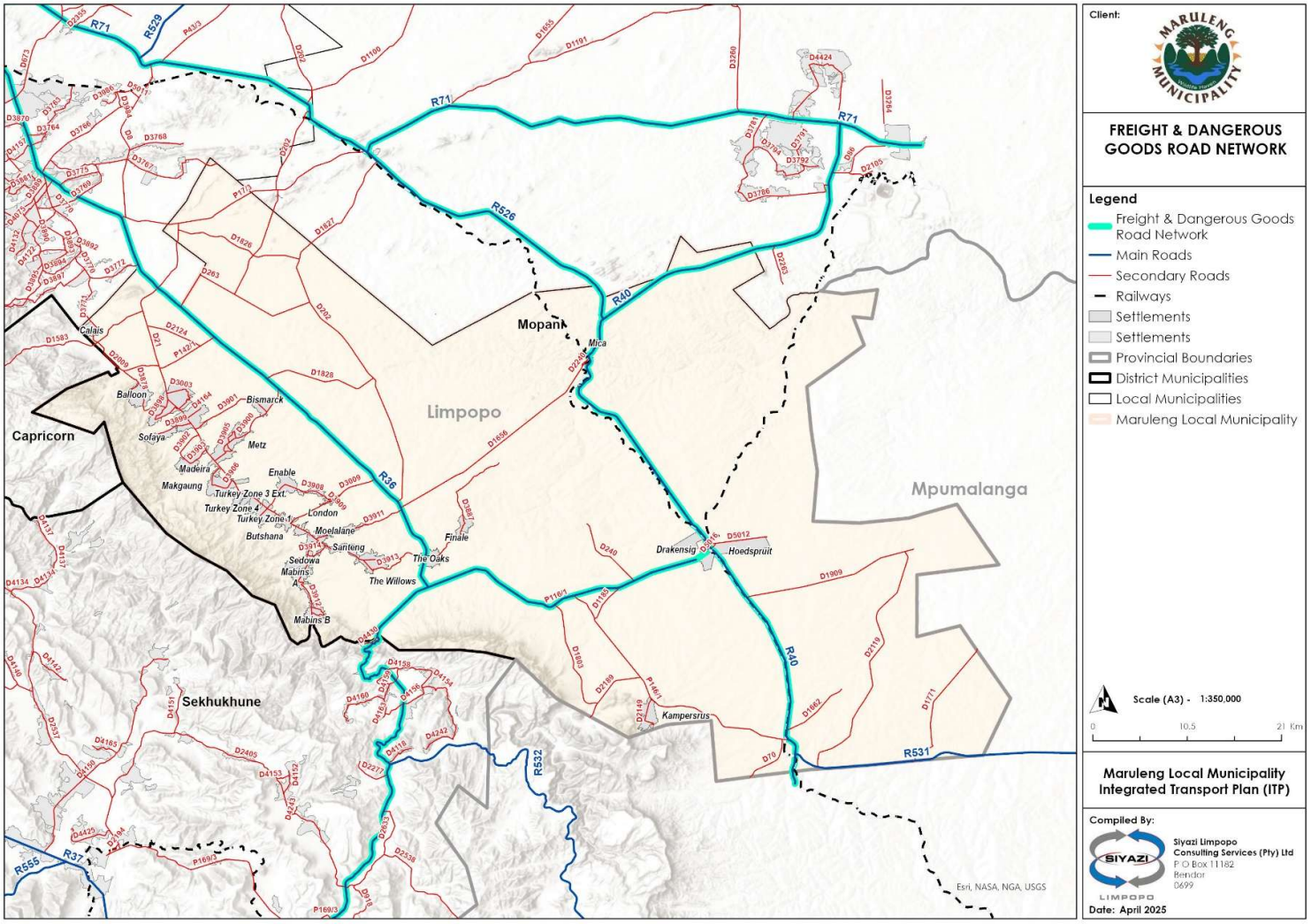


FIGURE EX-2: MLM INTERIM FREIGHT AND DANGEROUS GOODS ROAD NETWORK

i) Conclusion

The following aspects require further investigation:

- Development of freight logistics hub at MLM.
- The development of a Truck Inn in MLM at Klaserie.
- Implementation of an overload control strategy for MLM.
- Implementation of a Static Weighbridge.
- Development of a dangerous goods movement (hazmat) strategy for MLM.