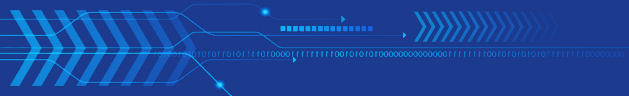
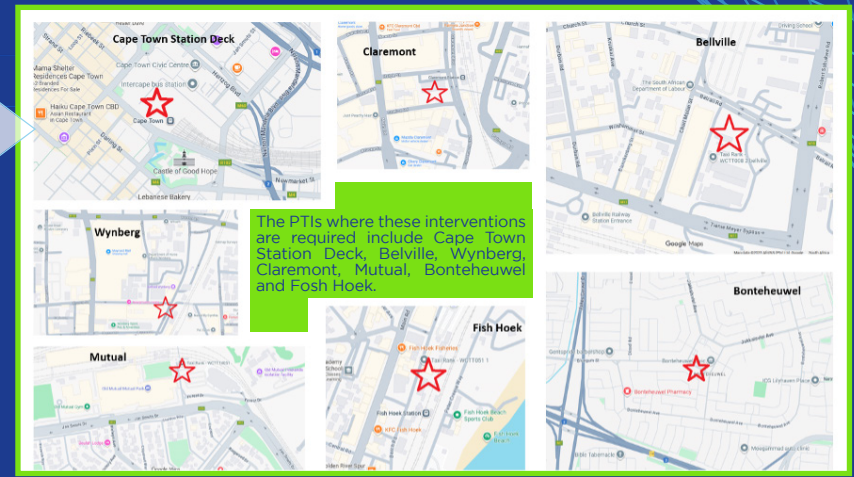


SHAYELA SMART PROGRAMME



MAP OF THE PROJECT



PROJECT SUMMARY



Shayela Smart Programme is a joint initiative of the Western Cape Government, City of Cape Town and SANTACO (Western Cape), designed to incrementally improve, integrate and formalise minibus taxi (MBT) services across the province. It strengthens regulation, operational management and system-wide data visibility through minibus taxi facility improvement, driver registration, service monitoring and industry training. Shayela Smart builds a more efficient, safer, low-carbon and trusted public transport ecosystem serving communities historically excluded from reliable mobility.

PROJECT STATUS



A business plan, containing clearly defined interventions aligned with the Province's PLTF, the City's CIP, IPTN, OLP and MYFIN frameworks, and to be implemented over two phases, has been developed. The programme has already secured high-level political endorsement and forms part of an established intergovernmental partnership with SANTACO Western Cape. Next steps include securing funding for implementation and finalising operational arrangements.

FINANCIAL NEEDS



Approximate value: R1,160 billion
 An average of R290 million is required annually over four financial years. Infrastructure requirements for initial implementation total approximately R94 million over the first two financial years, covering Remote Holding Areas (RHAs), Strategic Stop and Go (SS&G) facilities, vehicle fit-out, monitoring systems development and technology deployment.

There is potential for remote holding facilities to have solar panels fitted to offer long-term operational cost savings and an opportunity to feed excess energy back into the grid, offering revenue offsets. There is also potential for remote holding facilities to be equipped with EV charging equipment, to support interpeak EV charging, supporting the e-mobility transition, thereby helping to reduce operational costs and lower carbon emissions. Shayela Smart delivers wide-reaching benefits to the majority of public transport users at a significantly lower cost per passenger-kilometre than capital-intensive alternatives such as BRT systems, and can be rolled out much faster, as it improves existing services. It also reduces the need for more costly and operationally disruptive infrastructure upgrades at existing PTIs.

PUBLIC/ PRIVATE SECTOR OPPORTUNITY

Private sector investors can engage through:



Technology partnerships for monitoring systems, data platforms, mobile devices and digital services.



Renewable-energy solutions such as solar arrays and EV charging at remote holding facilities.



Value-added offerings like onboard Wi-Fi or branding to diversify revenue and enhance customer experience.

SHAYELA SMART PROGRAMME

INVESTMENT HIGHLIGHTS



Delivers strong socio-economic impact, improving access to opportunity in the province.

Reduces congestion and emissions.

Introduces scalable, technology-driven integration.

Enables electronic ticketing and multi-modal integration.

Creates diverse commercialisation opportunities.

Offers strong value for money, delivering broad impact at far lower cost per passenger-kilometre when compared to formalised bus and BRT services.

Provides clean-energy upside, with solar-ready facilities and potential EV charging infrastructure.

Backed by strong governance through a joint WCG, City, and SANTACO partnership.

Builds foundations for long-term reform, enabling larger vehicles, dedicated lanes, reciprocal routes and future formalisation under Phase 2.

KEY PARTIES



- Western Cape Government (Mobility and Infrastructure Departments)
- City of Cape Town (Urban Mobility Directorate)
- SANTACO Western Cape
- Umanyano Travel Services (UTS)
- MBT Associations and Operators
- National Treasury
- Provincial Regulatory Authority
- Facility Marshals
- Training Partners
- Industry Working Group (Shayela Smart)

TIMELINE



Phase 1a begins with Cape Town Station Deck, followed by Bellville, Claremont, Wynberg and other priority PTIs. Rollout continues route-by-route to minimise disruption, expanding across the metro over four years. Phase 1b extends across the broader province. Phase 2 interventions include the introduction of larger vehicles, dedicated lanes, reciprocal routes, electronic ticketing and deeper formalisation.