



FAST TRACKS: CONNECTING CITIES

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THE ADDITIONAL ROLLING STOCK & DEPOT ENHANCEMENT PROJECT

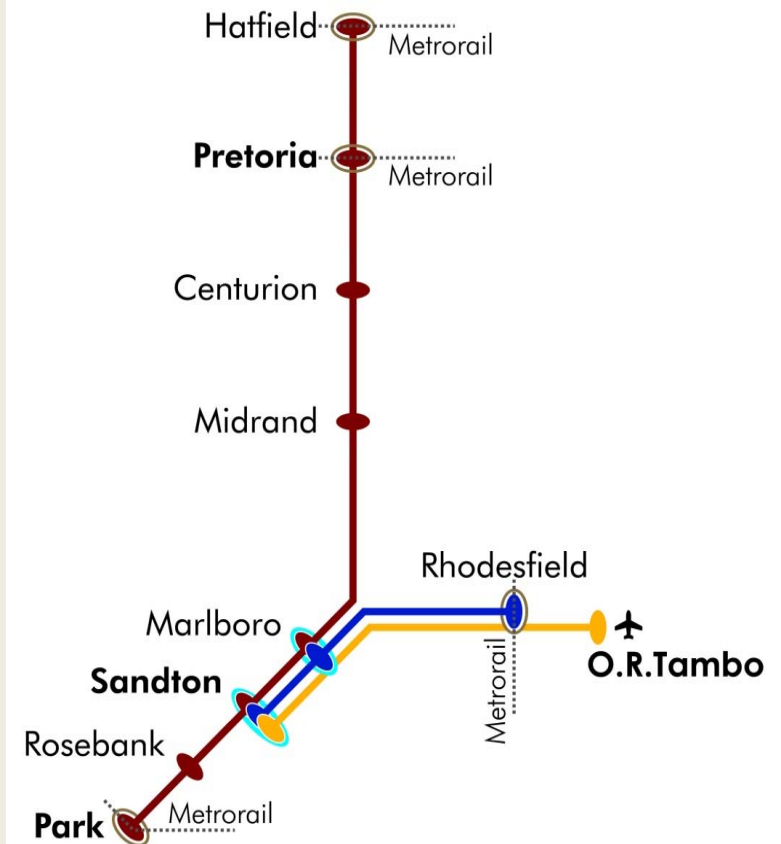
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GAUTRAIN NETWORK EXTENSIONS



The Gautrain System

- Gautrain is an **82 km** rapid rail transport connection
- It has **10 stations** which include Hatfield, Pretoria, Centurion, Midrand, OR Tambo International Airport, Rhodesfield, Marlboro, Sandton, Rosebank and Park
- Comprises of **24 electrostar EMU's** with four train coaches
- Terminal stations are located at Hatfield, Sandton, OR Tambo International Airport and Park
- It is consisting of three services:
 - **North-South general** passenger service running between Hatfield and Park stations.
 - **East-West general** passenger service running between Rhodesfield and Sandton stations.
 - A dedicated **Airport Service** running between Sandton and OR Tambo International Airport stations.
- The East-West and Airport services are operated with combined train sets that serve both services but with dedicated cars for the Airport service.
- The Gautrain railway network is **integrated with the PRASA network** at Hatfield, Pretoria, Rhodesfield and Park stations
- There are **36 bus routes** available; 125 buses operate on 430 km Gautrain bus routes



Gautrain achievements to date

- **State-of-the-art** rapid rail network for Gauteng
- **First advanced rapid rail** passenger transport solution in **sub Saharan Africa**
- **50 million** rail passengers since commencing operations in **2010**
- Transformation of the **image of public transport**
- **Accelerated economic growth**, development and infrastructure delivery, with the emphasis on job creation
- **Re-activated property development** around stations and contributed to the goals of transit-oriented development, better land use and redressing of apartheid spatial development planning
- **Safety record** since inception and attraction of private car users to public transport
- **Reduction in the economic burden** of motor vehicle accidents on the roads; road congestion as well as carbon emissions

Key Highlights



1.4m passengers/
month



34,800 direct jobs
(construction)
922 sustainable
jobs (Operations)



R46 billion total
GDP impact + 245
000 more jobs
from property
development



Reduced car
fatalities; road
congestion and
carbon emissions

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Gautrain has experienced rapid growth

RAPID RIDERSHIP GROWTH

Since 2 August 2011, Gautrain has experienced **exceptional growth**. The actual passenger demand on the Gautrain system exceeded realistic expectations and predictions

First week of August 2011 compared to the same week of 2012, grew by 66.6%.

Last week of February 2012 compared to the same week of 2013, grew by 57.8%.

The growth rate between the last week of February 2013 and the same week in 2014 is 26.6%

The growth rate between the last week of February 2014 and the same week in 2015 is 25%

The growth rate between the last week of February 2015 and the same week in 2016 is 3.7%



Key interventions to Demand challenges

Fare Premiums

- Introducing a fare premium for passengers travelling in the peak hour
- Discount travellers travelling during off-peak hours to promote travelling outside peak periods



Headway Optimisation

- Reducing headways between trains to run additional trains per hour

Additional Peak Capacity

- Additional capacity introduced during morning and afternoon peak periods



Additional EMUs

- In order to manage the provision of capacity, a total of 48 coaches will be required to see the Project through to the end of 2020
- Despite the possible phasing, an earlier phasing of the coaches would be advisable to be able to cater for existing latent demand and to alleviate the current capacity constraints in the system as early as possible

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Province mandated the Concessionaire to procure:



EMU Supply & Maintenance

Supply of 12 x 4-car EMUs that meet numerous technical requirements including but not limited to EMU capacity, technology, specifications, safety and operating requirements.



Depot Enhancements & Maintenance

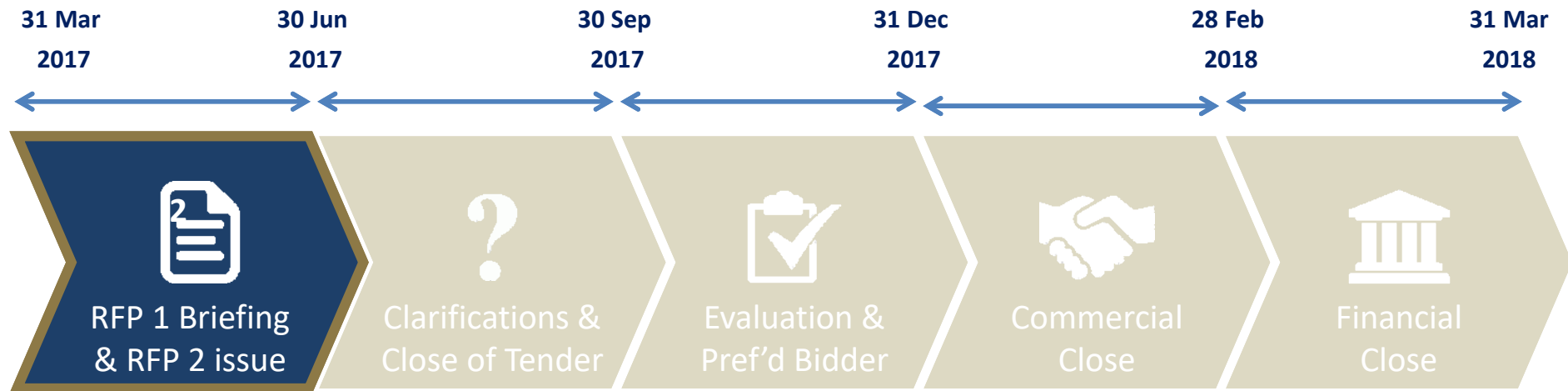
Expansion of the Gautrain Depot facilities and infrastructure to receive and support the additional EMUs.



Additional Signalling & Requisite Infrastructure & Facilities

- Signalling
- Power Upgrades
- Driver Facilities

Project Timelines



- **RFP Part1** documentation to Bidders – **31 Mar 2017**
- **First Bidder briefing** on RFP part 1 requirements – **9 May 2017**
- Issue Project Agreements by **30 Jun 2017**

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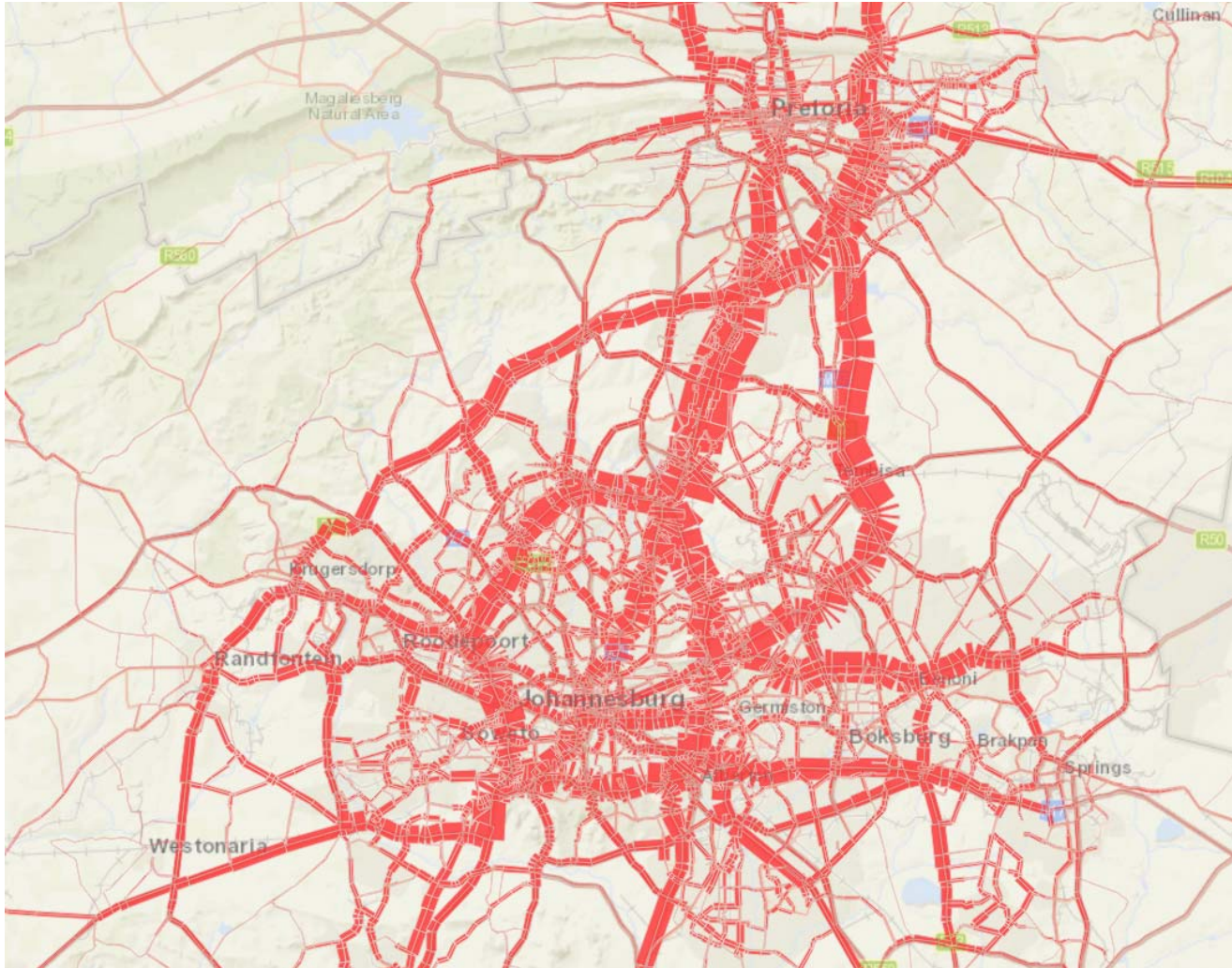
A new modern Gauteng is in the making

- Gauteng Premier's first State of the Province Address
 - (27 June 2014 in Thokoza, Ekurhuleni)
 - Radically modernise the way Gauteng residents live and work
 - Ten pillars of radical transformation
- Gauteng has a 25 year Integrated Transport Master Plan (GITMP) **with Rail as its Public Transport backbone**
- Public transport as an economic growth stimulant
- ***The GRRIN project is a key part of the 8th pillar of the premier's vision for the modernisation of public transport and other infrastructure thereby helping the economy of the province and the country***

Sustainable Transport

- **Reduce travel:**
 - Change travel patterns
 - Regularity & extent of travel in peak periods, trip lengths, etc.
- **Shift in modes:**
 - Shift from: Motorised  Non-motorised transport
 - Shift from: Private  Public transport
 - Shift from Road  Rail
- **Technology:**
 - Environmentally friendly technologies
 - Intelligent Transport Solutions (ITS)

Travel speeds without GRRIN 2025



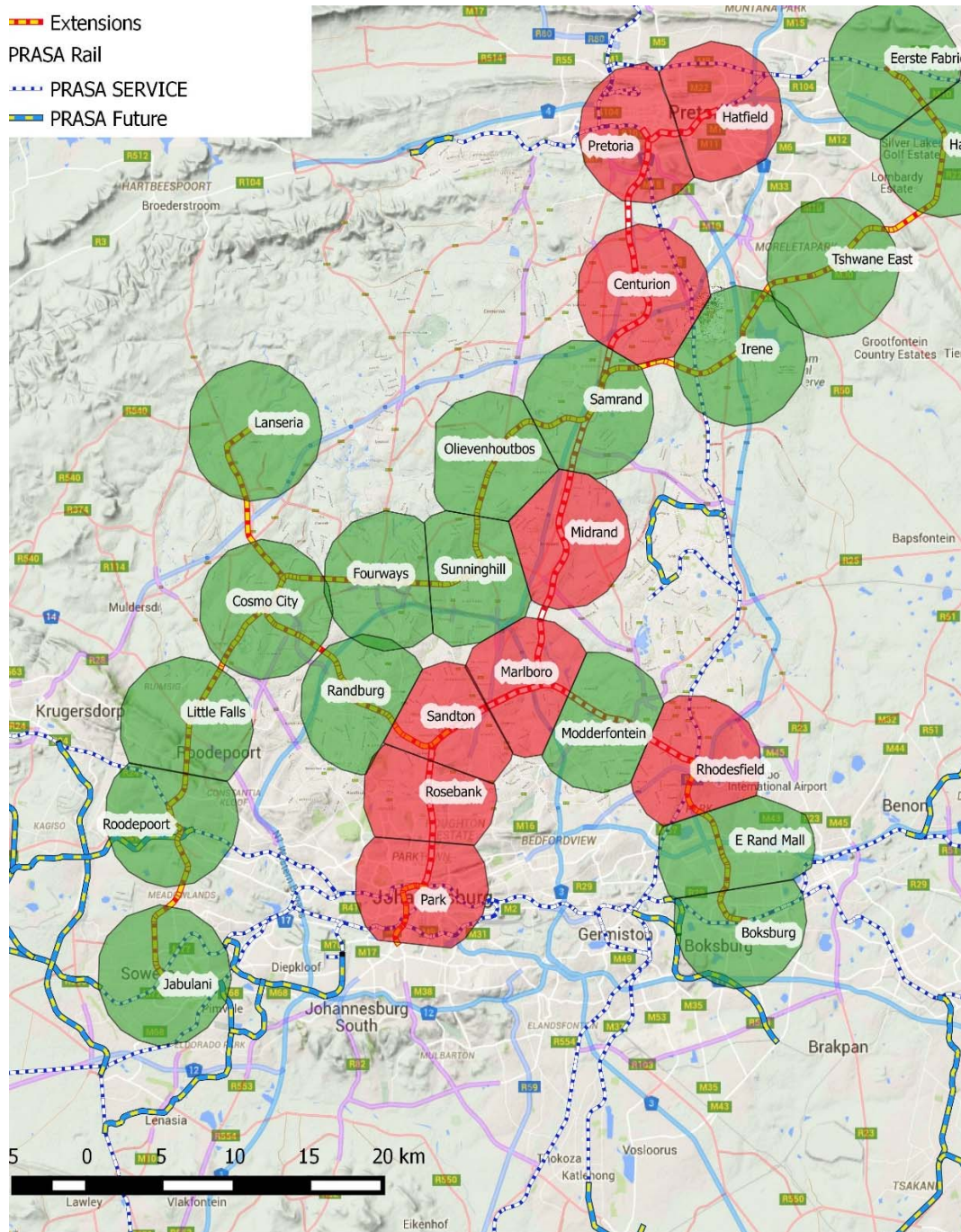
- Existing road network is operating close to capacity
- Current average network speed 41 km/h (peak and contra-peak directions)
- Will reduce to 26 km/h in 2025 with an key road journey time 1-3 hours.

Extensions

PRASA Rail

PRASA SERVICE

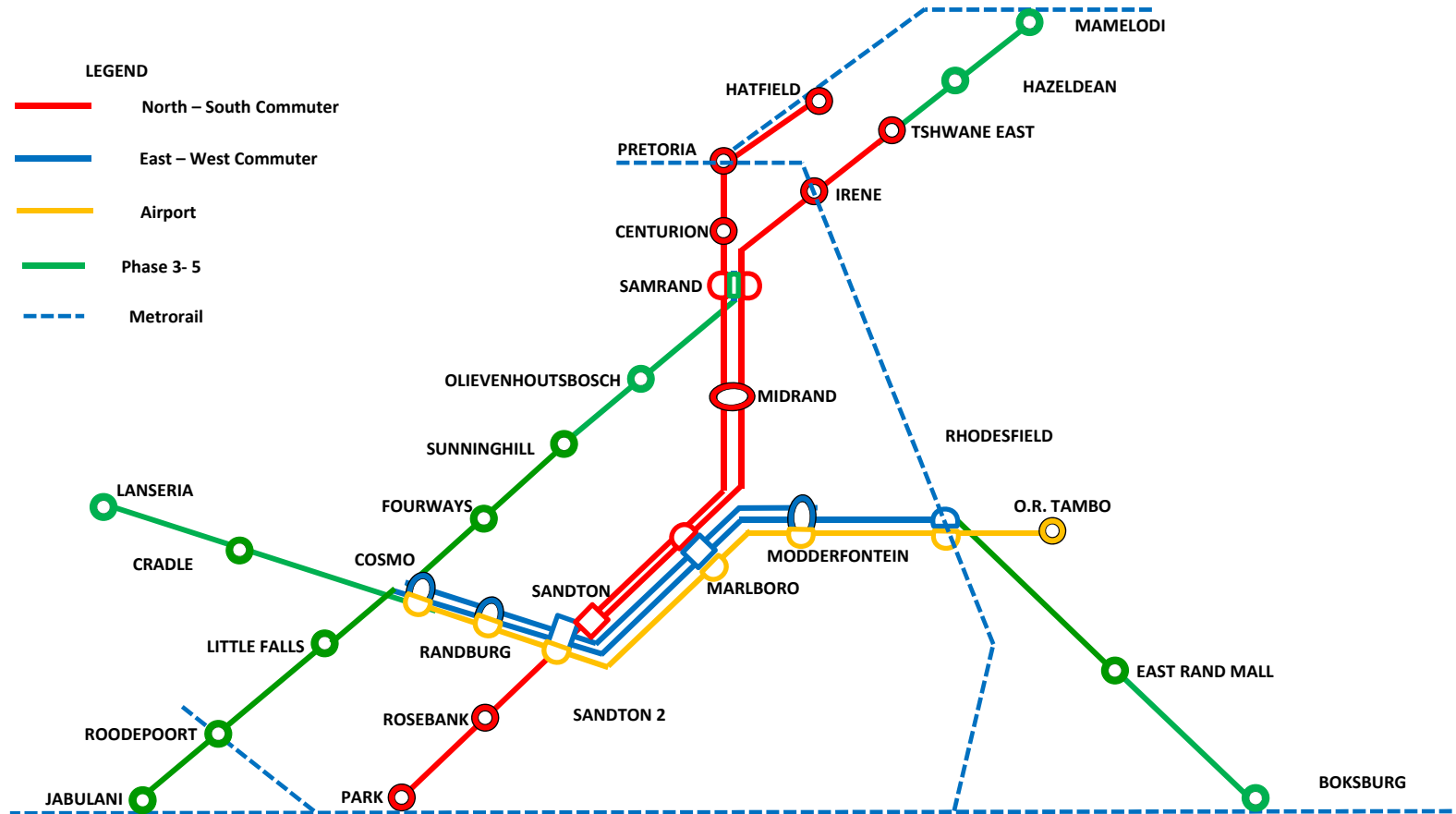
PRASA Future



19 New Stations

- CoT
 - 6 new stations
 - Incl Samrand
- EMM
 - 3 new stations
 - Incl Rhodesfield 2
- CoJ
 - 10 new stations
 - Incl Modderfontein, Sandton 2

Network Diagram: Phase 1-5



GRRIN Expected Benefits to Key Stakeholders

Gauteng Province

- Less traffic congestion
- Carbon emission saving
- Reduced accidents/fatalities
- Job creation

Commuters

- Safe, reliable mode of public transport
- Time saving
- Carbon emission saving
- Dedicated right of way

GRRIN Expected Benefits to Key Stakeholders

Local authorities (Surrounding GRRIN Station Nodes)

- Less traffic congestion
- Increased rates and taxes revenue, due to real increases in property prices
- Increase in Local authorities “brand value” due to the presence of a dependable public transport solution
- Carbon emission saving
- Transit Orientated Development (TOD), and economic growth

Property Owners and Developers

- Increase in property demand around GRRIN nodes
- Increased value, densification and occupancy rates
- Resultant capital and income gains from an increase in property demand

Business Owners

- Increased revenue from higher densities of customers close to GRRIN station nodes



Thank you

