Progress Report on the Gautrain Rapid Rail Link Portfolio Committee on Transport

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Gautrain in a nutshell
Scope

Currently the largest greenfields rail infrastructure project in the world emphasising integration of Gautrain with existing public transport in Gauteng

Was voted by the International Public Finance Association “best Global Deal to Sign” in 2007
More than Just Another Transport Project

The Gautrain will promote Public Transport, SMME & BBBEE Development, and Tourism, Business development.

The project stimulates Economic growth, Local & Foreign Investment, New development, and Job creation.

Design to Restructure urban areas, Reduce travel distances, time and cost, Improve city sustainability.
Gautrain and the FIFA 2010 World Cup
Gautrain and the FIFA 2010 World Cup

- Gautrain was announced as one of the ten Blue IQ projects by the Premier in January 2000.
- South Africa was awarded the FIFA 2010 World Cup (SWC) in April 2004.
- Gautrain was never a SWC project.
- The completion date for phase One, the link between OR Tambo International Airport and Sandton, is 27 June 2010 and for the full system 27 March 2011.
Gautrain and the FIFA 2010 World Cup

- but it was always stated that it would be desirable to have the OR Tambo International Airport to Sandton link open for the SWC

- During the latter part of 2009 Bombela was approached by Province to determine the cost of accelerating the completion date of OCD One to 27 May 2010

- The price quoted by Bombela was R1 300 million and in October 2009 the Premier of Gauteng stated publically that the Province had no intention of paying any additional costs to have the OR Tambo to Sandton link ready in time for the SWC. This view was supported by the Deputy Minister of Transport
Gautrain and the FIFA 2010 World Cup

• It was then decided to go out on tender for a bus service to transport passengers on the link between OR Tambo and Sandton for the duration of the SWC – this has been done

• Bombela then came with a proposal to deliver a reduced scope service between OR Tambo and Sandton in time for the SWC, on condition that Province approves the reduced scope

• Province has negotiated a Heads of Agreement for the provision of a Reduced Scope Service.

• This is a zero cost to the Province, now and into the future

• We are awaiting approval for the signing of the HoA
Integration with other public transport modes
Integration of Gautrain into the Public Transport System of the Province

- Gautrain is viewed as a flagship public transport project of national significance
- Integration into the public transport system will “stretch” the potential market through enhanced access
- Integration will enable the Gautrain to be a catalyst for the transformation and restructuring of the total transport system
- Strategic integration: urban restructuring and increasing/balancing private and public transport usage (TDM)
- Operational integration: physical, network and fare integration
Gautrain Public Transport Committee

- Established on August 2008 under the chairpersonship of the GMA CEO
- Members include DoT, GDRT, PRASA, CoJ, CoT & EMM
- Meet regularly (every 6 weeks) to discuss transport integration matters of common concern, namely:
  - Gautrain as a “Mass People Mover”
  - Station Interchanges
  - Service Network Designs
  - Gautrain Integration Report
  - 2010 SWC
  - Other matters that may arise for time-to-time (i.e. Gauteng Freeway Improvement Scheme)
Transport & Land-use Integration

- Local spatial development frameworks for areas around stations have been amended by municipalities to:
  - Restructure the urban environment to become more sustainable
  - Facilitate densification around stations
  - Attract desired types of land-use to stations
  - Enable greater accessibility to the Gautrain by enabling passengers to walk to and from stations
Station Interchanges

• Integration with PRASA Stations (inter-faces):
  – Convenient pedestrian link between Hartebeesspruit and Gautrain Hatfield stations
  – Joint development of the Pretoria station precinct
  – Safe and convenient interface between the two stations at Johannesburg Park
  – Integrated Gautrain/PRASA station(s) at Rhodesfield
• Integration with CoJ BRT (Rea Vaya) stations at the Gautrain Sandton, Rosebank & Joburg Park stations
• Adequate space at Gautrain stations for loading and off-loading of other road-based municipal transport vehicles
Network Designs

• Assisted City of Joburg with an investigation looking at feeding Gautrain stations in an integrated manner;
  – Considering all modes of public transport
  – Optimum role of modes
  – Published for comment
  – Being finalised for operating commencement with the City

• Integrated Gautrain feeder routes agreed in principle with the City of Tshwane.

• Integrated public transport stops will be provided and use by Gautrain feeder services – MOU’s with municipalities being finalised
Integrated ticketing

• Gautrain the first major new public transport system being developed and the ticketing system was already included in the Concession Agreement

• Ticketing system was specified prior to DoT’s current vision for ticketing inter-operatability between all public transport systems

• However, Gautrain will adhere as far as feasible to National Draft Regulations aimed at integrating ticketing systems;
  – Gautrain ticketing system being implemented is upgradable
  – Common fare media will be pursued
  – Road map to achieve full compliance with regulations within 5-year period
GMA - SWC Buses RFP
Services Requested in GMA RFP

- Estimated that an average of 50,000 bus, coach and minibus taxi trips per day to take place in Gauteng during busiest 2 weeks of the 2010 FIFA WC tournament
- GDRT mandated GMA to call for proposals to provide road-based public transport services along key corridors on a commercial basis (without any financial support from any Government entity)
- Operating Period for these services will be from 4 June 2010 to 14 July 2010
- The Service shall be operated daily (Mondays to Sundays) from at least 05:00 in the morning with the last trips departing not earlier than 21:00 in both directions
Gauteng PT Passenger Forecasts

Total demand profile per day for public transport in Gauteng
Routes

- ORTIA and the Tshwane CBD;
- ORTIA and Sandton;
- ORTIA and the Joburg CBD;
- Lanseria Airport and the Tshwane CBD;
- Lanseria Airport and Sandton; and
- Tshwane CBD and Sandton.

GMA may decide to exclude the route between ORTIA and Sandton after conclusion of negotiations with Bombela for the Gautrain to become operational.
Regional Hubs

Services will operate between 5 regional hubs, namely:

- ORTIA,
- Lanseria Airport,
- Joburg CBD – Westgate public transport inter-change,
- Sandton – Close proximity to new Gautrain Station
- Tshwane CBD – Pretoria Station.
Vehicles

• All vehicles must conform to the requirements and regulations of the Road Traffic Act, 1989 or applicable legislation and applicable SABS specifications.

• All vehicles also shall conform to the following requirements:
  – No vehicle with a hard seat is acceptable
  – Not older than 5 years at the time of the event
  – Vehicle body should be dent free
  – Certificate of Fitness (COF) not older than 6 months prior to the start of event.
Fares & Ticketing

- Indicative fares are provided in RfP
- No financial support from any organ of state
- Fare revenue should cover all costs associated with rendering the service
- Contractor(s) will be responsible for:
  - bookings
  - ticket vending at or in close proximity of regional hubs
  - fare collection and revenue management
- **No cash** shall be handled on vehicles and all tickets shall be sold prior to boarding
- Any other means of selling tickets will be encouraged, i.e. off-site vending through third parties, internet, etc.
## RFP Anticipated Timetable

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<thead>
<tr>
<th>Action</th>
<th>Date</th>
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<tbody>
<tr>
<td>Publication of RFP</td>
<td>29 January 2010</td>
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<tr>
<td>Information Meeting</td>
<td>5 February 2010</td>
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<tr>
<td>Submission of Proposals</td>
<td>16 February 2010</td>
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<td>Clarification, site inspection, due diligence</td>
<td>22 to 24 February 2010</td>
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<td>Recommendation of Preferred Bidder(s) to GMA</td>
<td>1 March 2010</td>
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<tr>
<td>Issue of draft contract to Preferred Bidder(s)</td>
<td>5 March 2010</td>
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<td>Negotiations (if required)</td>
<td>Up to contract award</td>
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<tr>
<td>Finalise Contract</td>
<td>12 March 2010</td>
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<tr>
<td>Contract Award</td>
<td>14 March 2010</td>
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<tr>
<td>Commencement of Service</td>
<td>4 June 2010</td>
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<tr>
<td>Termination of Service</td>
<td>14 July 2010</td>
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22 proposals were received on 16 February and evaluation is taking place.
The Seven Stages of a PPP Project

- Enthusiasm
- Promises & Programmes
- Disillusionment
- Panic
- Hunt for the guilty
- Punishment of the innocent
- Reward for those who had nothing to do with it
Whatever it is that hits the fan will not be evenly distributed.

No. 2 Law of Probable Dispersal
Thank You
www.gautrain.co.za
0800-Gautrain