



# GAUTRAIN - OUR JOURNEY TO A BETTER GAUTENG

The goal of the Gautrain was not only to radically upgrade public transport in the Province, thereby making a contribution to the goals and objectives of a large range of national and provincial policy plans, but also to improve the economy of the Province and the quality of life of the people of Gauteng.





The Gautrain will continue to contribute to the future of the country and the province and through the role it can play to give impetus to national policy initiatives such as the National Development Plan and the Integrated Transport Master Plan.

### NDP milestones to achieve South Africa's visions for 2030

### How the Gautrain can contribute to achieving these milestones




	<p><b>Increasing employment</b></p>	<p>With operations of the Gautrain already supporting in excess of 6 000 jobs, future growth in passenger numbers and the extension of the Gautrain, as well as localisation of rolling stock maintenance and building of rolling stock, can increase this number dramatically. For every R1m invested in future expansion, approximately an extra 5 jobs can be created.</p>
	<p><b>Increase per capita income, specifically for lower income households</b></p>	<p>Over and above the 22% of income flowing to lower income households, expanding the public transport network will create further opportunities for the unemployed to be able to access work opportunities.</p>
	<p><b>Competitive base of infrastructure and human resources</b></p>	<p>Improving the quality of infrastructure, in particular the quality of public transport, could only improve South Africa's competitiveness position. Currently, the country is ranked in 66<sup>th</sup> position</p>
	<p><b>Ensure that the job market better reflects the racial, gender and disability make-up of the country</b></p>	<p>A comprehensive monitoring and evaluation process of the Gautrain's socio-economic development contribution has been in place since the inception of the project and is still continuing. This monitoring process has certain targets in place for the employment of Historically Disadvantaged individuals and the procurement processes to benefit Small and Medium Enterprises. Reports tracking progress is published on a monthly basis.</p>
	<p><b>Establish safe, affordable public transport</b></p>	<p>Before construction of the Gautrain, potential users had concerns about the safety of the system and 44% stated that it would keep them from using the Gautrain. However, in 2014, safety is one of the central elements highlighted by commuters as being a reason that attracts them to using the Gautrain.</p>
	<p><b>Access to quality education and healthcare</b></p>	<p>If the current usage by Gautrain users are considered, it is clear that the system already is an important way for students and scholars to reach educational institutions, 11% of users at Park station are on their way to an educational institution.</p>
	<p><b>Reduction in carbon emissions</b></p>	<p>Commuters opting to use the Gautrain instead of their motor vehicles, reduce their carbon footprint by 30 to 60% per trip.</p>

### ITMP25 interventions





### How the Gautrain can contribute to achieving these milestones

	<p><b>Facilitating local economic development outside the urban core</b></p>	<p>By connecting industrial areas to its workers and the city, the value proposition for functioning industrial zones outside of the urban core has increased significantly. This can be seen in the Rhodesfield, Marlboro South and Modderfontein areas surrounding the respective stations.</p>
	<p><b>Land use densification in support of public transport</b></p>	<p>The Gautrain and its feeder systems have increased connectivity which has led to residential, business and industrial densification, thereby integrating the metropolis. New residential and retail developments closer to the Gautrain are following and attest to this.</p>
	<p><b>Reinforcing the passenger rail network as the backbone of the system</b></p>	<p>More than 30% of commuters travel the entire distance of the link between Pretoria CBD and Part station (Johannesburg CBD). A further 22% travels between Pretoria CBD and Sandton. From there commuters would make use of other means to get to their final destinations. This supports the view that a rail network is well suited to cover longer distance connections and integrates easily with other modes of transport.</p>



ITMP25 interventions	How the Gautrain can contribute to achieving these milestones
 <p data-bbox="285 350 541 529">Extending the integrated rapid and road-based public transport networks</p>	<p data-bbox="550 350 1617 529">The integrated nature of the Gautrain system in other transport systems is supported by the large portion (30% - 40%) of commuters that make use of the bus system to get to their point of final destination. The Gautrain provides the link to major points and from there, the distribution and feeder system relies on other types of transport. This trend will become more pronounced in future</p>
 <p data-bbox="285 536 541 660">Capacity building in the transport industry</p>	<p data-bbox="550 536 1617 660">First project of this nature in the country and largest PPP project in Africa.</p>
 <p data-bbox="285 666 541 871">Travel demand management</p>	<p data-bbox="550 666 1617 871">The N1 corridor between Johannesburg and Pretoria is one of the most congested roads in South Africa. The large majority of commuters who make use of the Gautrain, use it to get to and from the office. As more than 50% of Gautrain users make use of private vehicles to get to and from the station, it is a good indication that these vehicles would have been on the road, probably during peak times. The Gautrain therefor makes an important contribution to reduce congestion during peak hours</p>

The Gauteng Premier, David Makura and his administration team have adopted a ten-pillar programme of radical transformation, modernisation and reindustrialisation for the province over the next five to fifteen years. This programme is set to make Gauteng an integrated city-region characterised by social

Ten pillar programme	How the Gautrain can contribute to achieving these milestones
 <p data-bbox="261 1164 584 1505">Decisive spatial transformation through public transport infrastructure development and the creation of integrated and sustainable human settlements that are connected to hubs of economic opportunity</p>	<p data-bbox="596 1164 1589 1505">If the current usage by Gautrain users is considered, it is clear that the system is already an important way for employees to reach their place of work: more than 50% of commuters use the Gautrain to get to work.</p>
 <p data-bbox="261 1512 584 1691">Accelerated social transformation by raising the living standard of and quality of life of all people of Gauteng</p>	<p data-bbox="596 1512 1589 1691">Over and above the 23% of income flowing to lower income households, expanding the public transport network will create further opportunities for the unemployed to be able to access work opportunities and thus aid in raising the quality of life of public transport commuters.</p>
 <p data-bbox="261 1698 584 1845">Modernisation of public transport infrastructure</p>	<p data-bbox="596 1698 1589 1845">The Gautrain promotes the emergence of hubs of economic activity and increased spatial development surrounding the stations and bus routes. We expect that in areas where Gautrain stations will be located the surrounding areas will benefit through increased connectivity and economic activity.</p>
 <p data-bbox="261 1852 584 2172">Re-Industrialisation of the Gauteng economy</p>	<p data-bbox="596 1852 1589 2172">With the construction of the Gautrain already supporting in excess of 34 800 direct jobs and contributing R20bn to provincial GDP, future expansion to the Gautrain link, as well as localisation of rolling stock maintenance and building of rolling stock, can increase this number dramatically: For every R1m invested in future, at least R730 000 is estimated be added to GDP and 5 additional jobs are expected to be created.</p> <p data-bbox="596 2063 1589 2172">Improving the quality of infrastructure, in particular the quality of public transport, could also improve South Africa's competitiveness position. Currently, the country is ranked in 66<sup>th</sup> position.</p>



# In Summary



The stated current and anticipated impacts of the Gautrain system are centred around the GMA's Key Performance Indicators (KPIs) namely, *inter alia*, economic development, public transport as a mode of choice and spatial development.

## GAUTRAIN'S CONTRIBUTION TO GAUTENG'S LONG-TERM ECONOMIC DEVELOPMENT

THE GAUTRAIN IS A MAJOR FACILITATOR OF INCOME AND JOB CREATION IN GAUTENG AND THE REST OF SOUTH AFRICA. THE GAUTRAIN'S BENEFITS INCLUDE A NUMBER OF DIRECT AND INDIRECT GAINS THAT THROUGH AN EXPANSION OF THE GAUTRAIN SERVICES COULD BE MULTIPLIED FOR THE BENEFIT OF GAUTENG AND ITS RESIDENTS

### Current impact

**R20 BILLION** TOTAL GDP IMPACT ADDED TO THE PROVINCIAL ECONOMY DURING THE CONSTRUCTION PHASE

**34 800** DIRECT JOBS WERE CREATED DURING CONSTRUCTION AND ABOUT **87 000** INDIRECT AND INDUCED JOBS OPPORTUNITIES WERE CREATED  
78% OF ALL JOBS CREATED WERE SKILLED AND SEMI SKILLED AND 22% WERE UNSKILLED WORKERS

FOR EACH YEAR OF GAUTRAIN OPERATIONS, **R1.7 BILLION** ARE ADDED TO THE PROVINCIAL ECONOMY

**922** DIRECT JOBS WERE CREATED BY THE GAUTRAIN'S OPERATION AND 5 200 INDIRECT AND INDUCED JOB OPPORTUNITIES WERE CREATED  
83% OF ALL JOBS CREATED WERE SKILLED AND SEMI SKILLED AND 17% WERE UNSKILLED WORKERS

**R617 Million** OF THE R3.2 BILLION HOUSEHOLD INCOME GENERATED FROM GAUTRAIN'S CAPEX AND OPEX CONTRIBUTES TO POVERTY ALLEVIATION IN GAUTENG

**R74 MILLION** TOTAL GDP IMPACT ADDED TO THE PROVINCIAL ECONOMY AND **947** DIRECT JOBS AND **171** INDIRECT JOBS WERE CREATED FROM THE ANXILLARY SERVICES OFFERED BY THE GAUTRAIN

### Future impact

**0.73** TOTAL GDP MULTIPLIER FOR THE CONSTRUCTION PHASE OF THE GAUTRAIN  
FOR EVERY R1 OF NEW INVESTMENT INTO THE ECONOMY BY THE GAUTRAIN, AN ADDITIONAL 73 CENTS IS ADDED TO THE GAUTENG ECONOMY

INVESTMENT INTO THE EXPANSION OF THE GAUTRAIN, IMPLIES AN ADDITIONAL **5 JOBS PER R1 MILLION SPENT** WILL BE CREATED

EQUAL TO A GDP MULTIPLIER OF **0.96** FOR ONE YEAR OF OPERATIONS IMPLYING THAT FOR EVERY R1 SPENT ON OPERATING THE GAUTRAIN, THE PROVINCIAL ECONOMY GAINS 96 CENTS

FOR **EVERY R1 MILLION** OF OPERATIONAL EXPENDITURE **4 JOBS** WILL BE CREATED PER YEAR

FUTURE EXPANSION WOULD IMPLY A SUBSTANTIAL POVERTY ALLEVIATION IMPACT FOR GAUTENG

RESIDENTS IN THAT **19%** OF ADDITIONAL HOUSEHOLD INCOME GENERATED WILL FLOW TO LOW INCOME HOUSEHOLDS.

**72 CENTS** FOR EVERY R1 SPENT AND **11 JOBS** PER MILLION RAND SPENT WILL BE ADDED TO THE GAUTENG ECONOMY

## GAUTRAIN'S CONTRIBUTION TO PUBLIC TRANSPORT BECOMING A MODE OF CHOICE

THE VALUE THE GAUTRAIN CONTRIBUTES TO PEOPLE'S LIVES HAS LED TO A SHIFT IN THE WAY THE PUBLIC PERCEIVES PUBLIC TRANSPORT IN SOUTH AFRICA. THE SHIFT AWAY FROM ROAD TRANSPORT HAS ALSO BENEFITED THE GAUTENG COMMUNITY IN THE FOLLOWING WAYS:

### Current impact

THERE HAS CLEARLY BEEN A **MOVE TO HIGH QUALITY PUBLIC TRANSPORT** GIVEN THAT GAUTRAIN'S RIDERSHIP NUMBERS HAVE INCREASED BY **94% AND 27%** IN 2011/12 AND 2012/13, RESPECTIVELY

**24 200** FEWER CARS ON THE ROAD PER DAY

At least **13** FEWER FATAL CRASHES PER YEAR  
At least **14** FEWER FATALITIES PER YEAR

**TIME SAVING** OF BETWEEN **10 AND 12 WORKING DAYS** PER YEAR  
GAUTRAIN IS **8x** FASTER THAN ROAD TRANSPORT IN HEAVY ROAD CONGESTION

**REDUCED CARBON FOOTPRINT** OF **52%** PER GAUTRAIN COMMUTER

IN 2006 NEARLY **50%** OF POTENTIAL COMMUTERS SAID **SAFETY** WOULD BE THE ONE THINGS STOPPING THEM FROM USING THE GAUTRAIN

IN 2014, SAFETY IS THE **SECOND MOST** COMMON ASSOCIATION WITH THE GAUTRAIN

### Future impact

THE GROWTH IN RIDERSHIP NUMBERS SUGGESTS A **CHANGE IN PERCEPTION** REGARDING THE ATTRACTIVENESS OF PUBLIC TRANSPORT

THE PUBLIC INCREASINGLY ADOPTING PUBLIC TRANSPORT AS A **MODE OF CHOICE** MEANS, AMONG OTHERS, CONTINUED ALLEVIATION OF ROAD CONGESTION LIFTING THE CAP ON ECONOMIC GROWTH

### TIME IS VALUABLE

WITH **GROWING DEMAND** FOR GAUTRAIN'S SERVICES, AN EXPANSION IMPLIES LARGE TIME WINS, SUBSTANTIALLY SUPPORTING **PRODUCTIVITY AND LIFESTYLE GAINS**

EXPANSIONS OF THE GAUTRAIN SYSTEM WILL YIELD FURTHER CONTRIBUTIONS TOWARDS A **GREENER GAUTENG**, ENSURING ITS **SUSTAINABILITY** GOING FORWARD

**PUBLIC SUPPORT** FOR AN EXPANSION OF THE GAUTRAIN SERVICES IS GUARANTEED

GAUTENG RESIDENTS **VALUE** HAVING A GAUTRAIN STATION OR BUS ROUTE CLOSEBY

## GAUTRAIN'S CONTRIBUTION TO GAUTENG'S IMPROVED SPATIAL DEVELOPMENT

GAUTRAIN SUPPORTS TRANSIT ORIENTED DEVELOPMENT BY ENCOURAGING THE GROWTH OF TRANSPORT NODES THAT SERVE AS ENABLERS OF ECONOMIC ACTIVITY IN EMERGING HUBS OF GAUTENG

### Current impact

**R46 BILLION** TOTAL GDP IMPACT ADDED TO THE PROVINCIAL ECONOMY THROUGH PROPERTY DEVELOPMENT INDUCED BY THE GAUTRAIN

**245 000** TOTAL JOBS WERE CREATED AS A RESULT OF THE PROPERTY DEVELOPMENT THAT TOOK PLACE 85% OF ALL JOBS CREATED WERE SKILLED AND SEMI SKILLED AND 15% WERE UNSKILLED WORKERS

**R4.9 Billion** OF THE R28 BILLION HOUSEHOLD INCOME GENERATED FROM PROPERTY DEVELOPMENT AROUND GAUTRAIN STATIONS CONTRIBUTES TO POVERTY ALLEVIATION IN GAUTENG

**1% - 3%** FASTER GROWTH IN RESIDENTIAL PROPERTY VALUE IN CLOSE PROXIMITY TO GAUTRAIN STATIONS RELATIVE TO SURROUNDING AREAS **100%** HIGHER OFFICE RENTAL RATES IN SOME CASES

**R10 BILLION** RETAIL PROPERTY DEVELOPMENT IN CLOSE PROXIMITY TO GAUTRAIN STATIONS

### Future impact

**1.91** TOTAL GDP MULTIPLIER FOR PROPERTY DEVELOPMENT AROUND GAUTRAIN STATIONS FOR EVERY R1 OF NEW INVESTMENT INTO THE ECONOMY BY THE GAUTRAIN, AN ADDITIONAL R1.91 IS ADDED TO THE GAUTENG ECONOMY

ADDITIONAL INVESTMENT INTO PROPERTY DEVELOPMENT AROUND GAUTRAIN STATIONS IS EXPECTED TO CREATE **10 JOBS PER R1 MILLION SPENT**

FUTURE EXPANSION WOULD IMPLY A SUBSTANTIAL POVERTY ALLEVIATION IMPACT FOR GAUTENG RESIDENTS IN THAT **17%** OF ADDITIONAL HOUSEHOLD INCOME GENERATED WILL FLOW TO LOW INCOME HOUSEHOLDS

FUTURE EXPANSION OF THE GAUTRAIN WOULD **PROMOTE DEVELOPMENT** AROUND NEW GAUTRAIN STATIONS

FUTURE EXPANSION WOULD USHER IN **ADDITIONAL BUSINESS ACTIVITY** THAT WOULD GENERATE **POSITIVE ECONOMIC SPIN-OFFS** FOR THE AREA