



phambili

The story of Gautrain is not about a train
It's about how far we've come.
The faces we meet, the places we see,
and our everyday life's journey.

It's about a new energy that has come to life
A golden thread that connects Africa to the world.
Bringing jobs to the people and people to the jobs.

It's a story of a new face and pace
of Gauteng's public transport.
We've come a long way
and still we're on the move...
faster than ever.

This is the story of a province
with a pulse that never stops.
This is the story of an amazing ride
as Gautrain comes to life.

Phambili, Gauteng, Phambili!

a new pace...



symbol of pride

10 FAST FACTS

1. Gautrain's train, bus and parking services are all fully integrated. These services are all accessed by means of a contactless smartcard: your Gautrain Swift Card.
2. All station environments, as well as the trains and buses, are specifically designed to provide easy access for mobility-impaired passengers.
3. The Gautrain bus and midibus service provides safe, comfortable and reliable passage on numerous routes from most stations. More routes will be added in future.
4. The power feed driving the trains is derived from two different Eskom sub-stations with built-in redundancy. Thus, if one Eskom feed goes down, the trains will remain fully operational.
5. An operational control centre controls all train movements and also comprises a communications and control hub for the monitoring and control of the bus feeder system and key station and tunnel equipment.
6. Passengers who lose items on Gautrain premises should report this with the security office at the station. Station Security will then do a check on the Security Analysis System under 'lost and found' items. If found the hand over is done immediately after the object has been identified and following security checks.
7. Gautrain mobile app and website provide timetables, fare calculator and routes on your cellphone.
8. The Gautrain offers two distinct train services: The Airport Service operates exclusively between Sandton and Marlboro stations and OR Tambo International Airport. While the Commuter Service is targeted at general commuters that need to travel between Johannesburg and Tshwane.
9. With safety and security being central to Gautrain's offering, Gautrain's Integrated Safety and Security Programme covers all scenarios of degraded and emergency operation of the system. Gautrain has developed a number of important measures to mitigate the risks.
10. Communication points are provided at stations for passenger information and safety.

prosperity and progress

The legacy of the Gautrain, as Africa's first rapid rail system, continues to inspire us in what is possible when we work together and believe in the greatness of all South Africans. When announced by the Gauteng Provincial Government, the Gautrain Project was perceived as ambitious, if not almost impossible to achieve. Today we know differently. Gautrain is a celebration of delivering a vision. It inspires us to hold on to our dreams for a public transport system that will drastically transform the lifestyle of many of the people of the Gauteng Province.

Gautrain has brought more than just mobility in the economic heartland of South Africa. Having already recorded approximately 100 million passengers within the first seven years of operations. The Gautrain system brings much-needed world-class transport in an environment where public transport is often not seen as a transport option.

Although Gautrain will bring a welcome solution to congestion, equally important is its effect on economic growth, spatial development, job creation and modal integration. Car users are opting for a greener option by using Gautrain and inner cities become rejuvenated as people seek homes and business opportunities close to the Gautrain route. In return, urban planners are considering high-density developments which results in the reversal of urban sprawl.

Bringing jobs to people and people to jobs, Gautrain has become a symbol of pride, prosperity and progress not only for the people of Gauteng, but also for the African continent.



delivering on a vision

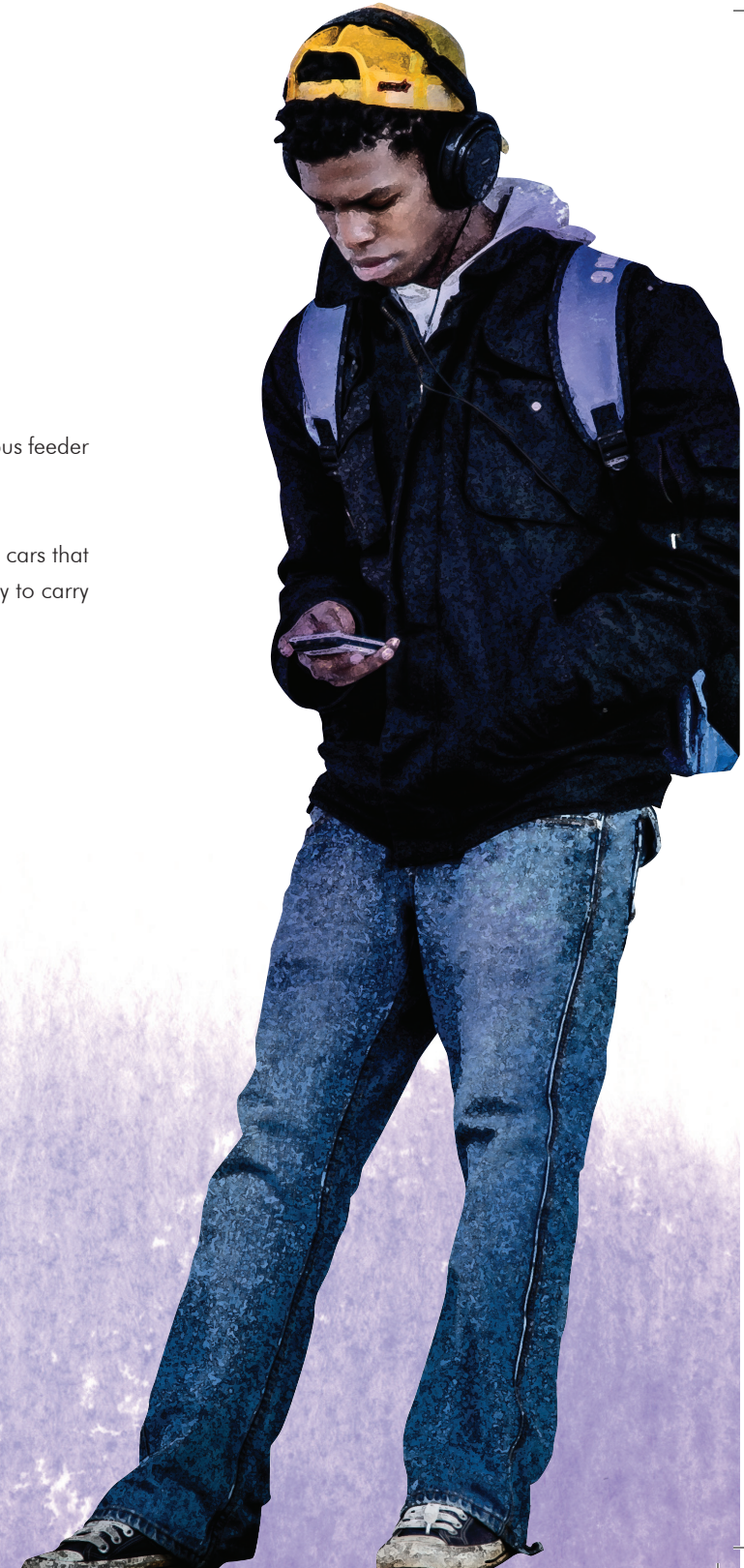
SYSTEM SPECIFICATIONS

Travelling at 160 kilometres (100 miles) per hour, Gautrain, links ten stations over a 80 kilometre (50 miles) route and three metropolitan areas. Three of these stations are located underground, the deepest, Sandton Station, nearly 15 floors below street level.

The system includes an airport link between OR Tambo International Airport and Sandton, the business heartbeat of South

Africa – if not Africa! Stations are serviced by dedicated bus feeder and distributor routes.

Rolling stock comprises 96 Bombardier's Electrostar rail cars that are operated initially in four-car train sets with a capacity to carry more than 100 000 passengers per day.





driving a vision

PROJECT STRUCTURE

Gautrain is a Public-Private Partnership (PPP) project. The Gauteng Provincial Government (GPG) is the public partner and the primary promoter of Gautrain. A key role-player is the Gauteng Department of Roads and Transport. Another important role-player is the Department of Finance and its PPP Unit through which Gautrain obtained the necessary treasury authorisations in order to conclude the procurement phase.

Gautrain's private partner is the Bombela Concession Company. Bombela has a 20-year concession agreement with the GPG for the design, part-finance, construction, operating and maintenance of the Gautrain. The public and private partners have signed a concession agreement which commits the parties to achieving the Gautrain Project objectives.

vision

vision for Gauteng

“THE ‘COST OF DOING NOTHING’ IN THE PROVINCE WILL LEAD TO MAJOR ROAD CONGESTION IN 2037, AT WHICH STAGE CARS WILL TRAVEL AT AN AVERAGE OF 15 KILOMETRES AN HOUR”

After seven years of operation and millions of passenger trips of Gautrain, the Gauteng Provincial Government (GPG) demonstrated that the face of public transport can be changed through a modern, safe and efficient public transport system such as Gautrain. Not only had it made a positive impact on the provincial economy but also reduced traffic congestion and rejuvenated the inner cities in Johannesburg, Tshwane and Ekurhuleni. It has created jobs and helped to re-establish the rail sector in our Province.

The GPG supports the need for a holistic transport network as proposed in the Gauteng Province’s 25-year Integrated Transport Master Plan (ITMP25) and now also identified in the Gauteng Rapid Rail Integrated Network (GRRIN) extension feasibility study. The GRRIN extension is in line with the Province’s strategic vision of:

- promoting the use of public transport, improving long-term sustainable economic growth in the Province;
- the modernisation and expanding of public transport;
- reduction in urban sprawl and unsustainable road congestion in the Province;
- greener transportation solutions for a healthier community;
- passenger access and mobility in conjunction with other modes of public transport;
- improved spatial development;
- environmental impact;
- increase in local content;
- business development;
- job creation and skills development;
- reducing poverty; and
- alleviating traffic congestion in Gauteng.

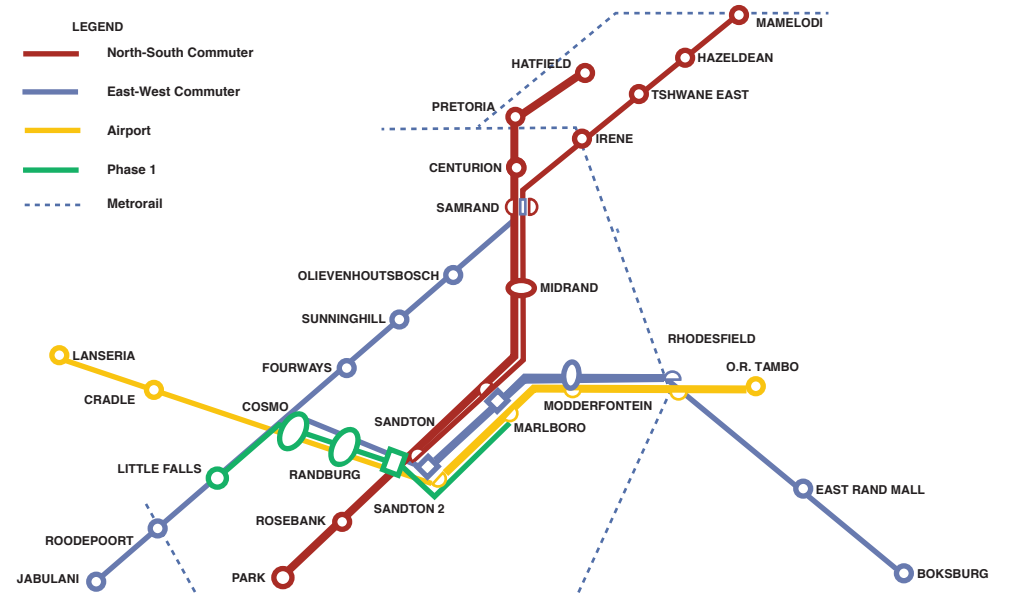
The GRRIN extension feasibility study supports the principle of a rail corridor and will provide significant economic and transport-related benefits to the Province and the country at large; that it offers value for money and appropriate risk transfer if procured as a Public-Private Partnership.



The GRRIN extensions feasibility study identified the following main links and stations:

- A link between Sandton and Soweto with stations at Randburg, Cosmo City, Little Falls, Roodepoort and Jabulani.
- A link between Jabulani and Mamelodi through Cosmo City, with stations at Fourways, Sunninghill, Olievenhoutsbosch, Irene, Tshwane East and Hazeldean;
- A link between Rhodesfield and Boksburg with a station at East Rand Mall and possible link-up with the OR Tambo International Airport Midfield terminal development; and
- A future link between Cosmo City and Lanseria Airport with a station at Cradle.

Due to the magnitude and complexity of the project as well as the fiscal challenges, the project is split into phases that can be constructed over a period of 20 years. The extent of the project is indicated in the diagram below.



keeping the vision alive



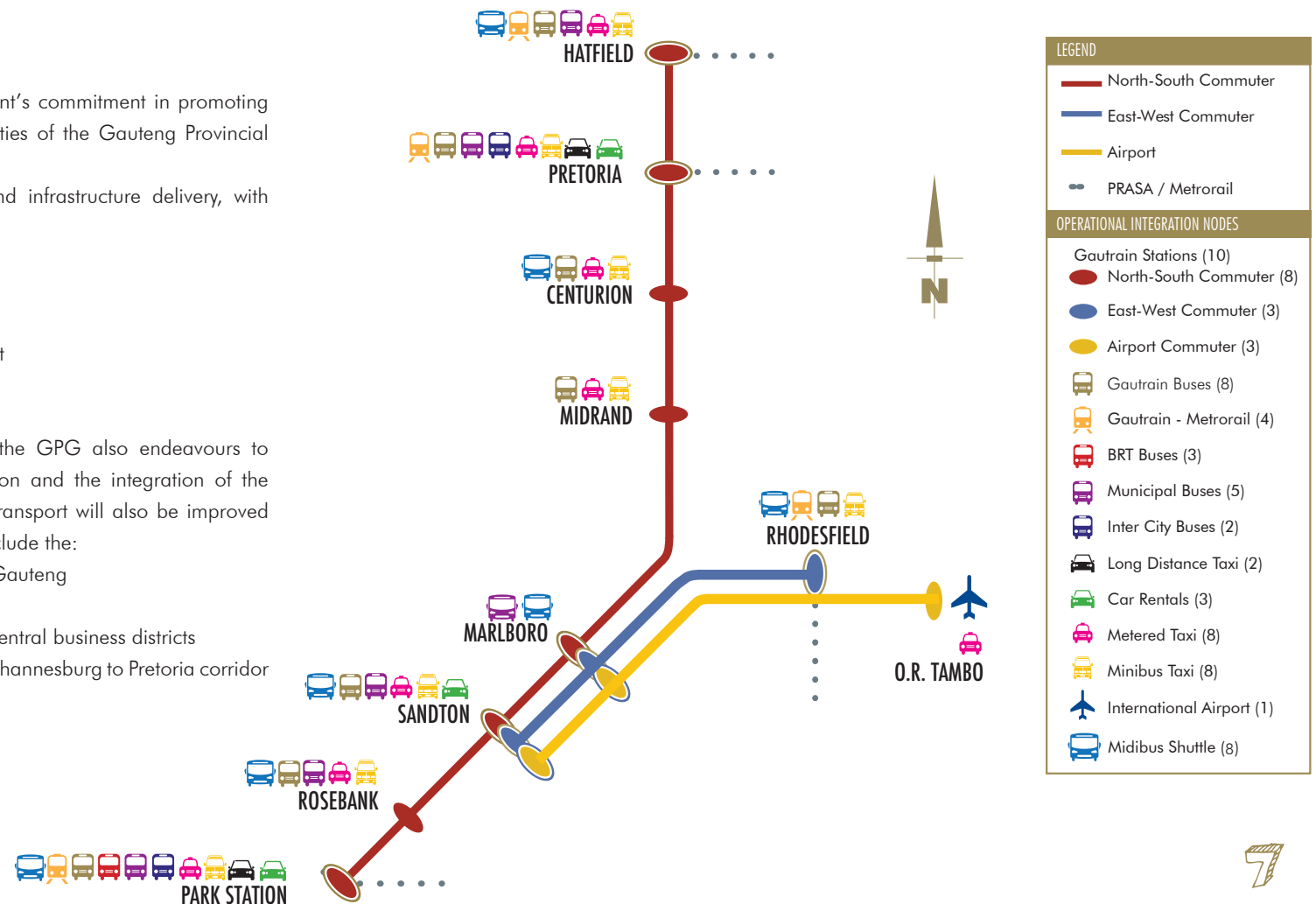
PROJECT OBJECTIVES

The Gautrain Project illustrates Gauteng Government's commitment in promoting public transport. It also strives to support the priorities of the Gauteng Provincial Government (GPG) which are, amongst others:

- Accelerated economic growth, development and infrastructure delivery, with emphasis on job creation
- Quality service delivery
- Good governance
- Small and Medium Enterprise development
- New Broad Based Black Economic Empowerment
- Promotion of business tourism

With the implementation of the Gautrain Project the GPG also endeavours to improve public transport and land use co-ordination and the integration of the different modes of transport. The image of public transport will also be improved with the Gautrain. Other objectives of this project include the:

- Strengthening of existing development nodes in Gauteng
- Urban restructuring and redevelopment
- Revitalisation of the Johannesburg and Pretoria central business districts
- Improvement of accessibility and mobility in the Johannesburg to Pretoria corridor



Travelling

caring for the future

A SUSTAINABLE DEVELOPMENT

Sustainable development calls for an integrated approach, which considers the inter-relationship between transport, the environment, the economy and society as a whole. The aim of sustainable development is to build, operate and maintain a system that will be beneficial to all over the long run.

Gautrain aims to facilitate and to be a catalyst for sustainable development. Gautrain, therefore, has to meet the needs of the present generation without compromising the ability of future generations to meet their own needs.

Benefits of Gautrain to Sustainable Development as evident from the research done by the UITP in its Bringing Quality to Life:

- Limit greenhouse gas emissions to minimise the negative impact on the climate
- Reduce road traffic congestion and the resulting congestion costs
- Significantly reduce the number of road accidents, fatalities and injuries
- Improve mobility levels of the entire community, which also will narrow the division between the mobility levels in our society
- Improve accessibility to primary services of health, education and employment for the entire community
- Reduce conventional emissions and transport related noise so that Gautrain does not constitute a significant concern to public health

