

Improved Service Levels in Priority Rail Corridors

The National Passenger Rail Plan process yielded a prioritized list of existing and planned corridors. This in essence requires a quantum service improvement in priority A and B corridors as identified. The service improvements requirements are: Improved loading capacity, reliable rolling stock, headway's of 5 – 10 minutes depending on the time of day, personal security, compliance, safety and security of assets, extended hours of operation, cleanliness, implementation of 2010 projects, customer care and modal integration.

Fleet Recapitalisation

An analysis of the age profile of the current fleet indicates that the refurbishment and upgrading of the fleet could address the current problem of train set availability. The company will embark on the initiative to recapitalise its fleet in order to meet future demands, it is expected that the first batch of new rolling stock will be delivered during 2010/11 financial year.

Ticketing System and Ticket Sales

During the current financial year the ticketing system will be upgraded quite significantly with the aim of maximising on fare income and contribute to reducing fare evasion to below 5% over the next three years. A pilot project for an Automatic Fare Collection and Control (AFCC) system will also be implemented.

New and Extension of Rail Services

The rail planning process has also identified and prioritised future rail corridors and services in a form of new lines, extensions to existing lines, loops and slip links to improve the current network. For example a project to link the Cape Town International Airport with the Central Business District of Cape Town will be implemented in this current financial year after consultation with the City of Cape Town, Western Cape Provincial Government and Airports Company of South Africa (ACSA). The project entails the building of two airport stations at the Cape Town International Airport, construction of a 3.6km electrified double line link between the Airport and existing Metro line in the North of the Airport and the delivery of a high level dedicated passenger service through special rolling stock that matches the condition of airport travel. A feasibility study with the relevant environmental assessment and other approvals will be undertaken during the 2007/08 Financial Year.

Cape Town Station Re-development

A major project for the re-development of the Cape Town Station is currently in the planning phase, with a steering committee involving SARCC, Intersite, City of Cape Town, business and various other stakeholders is already in place. The total investment would be over R100m of which R40m is committed. The underlying principles and model for the re-development of Cape Town Station would serve as a model for other key station developments in the coming years.

Moloto Rail Corridor

The SARCC will play a major role in the implementation of this critical project. Most importantly, it will facilitate speedy and safer movement of passengers from the former KwaNdebele areas into Tshwane, and possibly Johannesburg. There are thousands of workers who live in the Kwa Mhlanga-Siyabuswa areas and work in Tshwane but commute on a daily basis using buses. This railway line will reduce the high rate of accidents and the time traveled by these workers as well the traveling costs.

A feasibility study is currently underway on the viability of the Moloto Rail Project. The SARCC as the passenger rail company will drive the construction

of this more than 100 km rail project. The new line is expected to connect with the existing Metrorail line in Mamelodi East. It is expected that construction on this huge rail project will begin in the 2009/10 Financial Year. As part of its contribution to National Development Objectives, more specific skills development, youth development and job creation, the SARCC will explore the construction of this project through labour intensive methods for the benefit of Tshwane and Mpumalanga.

Integration with the Gautrain Rapid Rail Link

When Cabinet discussed the Gautrain Rapid Rail Link, it emphasised the need for integration between the Gautrain and Metrorail as well as other public transport modes such as buses and taxis. A key outcome of this process has been an integration report that identifies possible areas of integration between the Gautrain and existing commuter rail services.

It is the intention of SARCC to pursue negotiated access for Metrorail on the Gautrain network for the lower end of the market, through the enabling agreement with Gauteng Provincial Government. The aim of this will be to improve mobility for all South Africans, to ensure effective use of public investment made in Gautrain and further promote integrated transport solutions.

Safety and Security

SARCC is committed to operating a safe and reliable network, providing a high quality service that is safe for commuters, employees, passengers, public and visitors. SARCC considers the security of passengers, staff and infrastructure to be a primary concern. In conjunction with Government, the SAPS, SARCC has reintroduced the SAPS Rail Police Officers back into commuter rail. These officers are providing high visibility on trains and stations and afford a high level of protection for commuters.

2010 Soccer World Cup

In line with the needs of the 2010 Soccer World Cup, requirements of FIFA and the Local Organising Committee focus will also be given to the development of rail corridors and interchanges feeding the stadiums, and consideration will also be given to alternative rail technologies (such as light rail, monorail, etc.) to complement the current heavy rail service where necessary. Commuter rail will undoubtedly be an important means of transport to South Africa's delivery of a successful Soccer World Cup.

The Rush Hour

The rush hour traffic is a stressful time for anyone caught in it, especially those in the metropolitan areas such as Tshwane, Cape Town, Wits and eThekweni who deal with it twice a day, five times a week. It's hard to conceive what traffic will be like when South Africa will be hosting the Soccer World Cup in 2010. The only alternative is commuter rail, which provides an affordable, safe and emissions free mode of public transport that will alleviate the congestion on these roads.

New Home for the South Africa Rail Commuter Corporation

A Board of Control, appointed by the Minister of Transport, and a full time executive team made up of the Chief Executive Officer and Executives manages the business of the Corporation. SARCC is pleased to announce that both SARCC and Metrorail head offices have been merged into one office and are now housed at 66 Jorissen Place, Jorissen Street, Braamfontein (Gauteng).

Contact Details

Physical address: 66 Jorissen Place, Jorissen Street, Braamfontein, Johannesburg

Postal address: Private Bag X101, Braamfontein, 2017

Telephone: (011) 773 1600

Facsimile: (011) 774 6299

E-mail: info@sarcc.co.za

Visit us @ <http://www.sarcc.co.za>