An Overview of SANRAL and Gautrain Integrated Transport System

Presented By

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The South African National Roads Agency Limited (SANRAL)

- Established in April 1998 by an Act of Parliament as an independent State Owned Entity responsible to operate South Africa’s national road network
- Responsible for strategic planning with regard to the South African national road system – 22,000 km
- An agency of National department of Transport (D.O.T)
- Not profit driven but rather create public value

DIFFERENTIATE BETWEEN REGULATOR (DOT) AND OPERATOR (AGENCIES)
FUNCTIONS, POWERS & RESPONSIBILITIES

• Within the FRAMEWORK of Government Policy SANRAL is mandated to:
  - PLAN
  - DESIGN
  - CONSTRUCT
  - OPERATE
  - MANAGE
  - CONTROL
  - MAINTAIN
  - FINANCE TOLL PORTFOLIO

All Proclaimed National Roads in accordance with the business plan and financial plan “approved by the Minister”
Funding option for road infrastructure maintenance and expansions that are available to (SANRAL)

- Funds made available from the fiscus via a budgetary allocation (non-toll)
- Funds obtained by means of a bond programme (toll)
- Cannot cross subsidize between road portfolios (non-toll/toll etc.)
CORE VALUES

- E-xcellence
- P-roactiveness
- P-articipativeness
- I-nTEGRITY
- C-are

• EP²IC
SANRAL ROAD NETWORK IN GAUTENG PROVINCE

- Gauteng is a northern province of South Africa, with most of its territory defined by 2 of the nation's largest cities. Pretoria and Johannesburg
- Population: 12.27 million (2011)
- Area: 18,176 km²
### Detail of Current Network (2015)

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total KM</td>
<td>21451</td>
</tr>
<tr>
<td>Toll (15%)</td>
<td>3217</td>
</tr>
<tr>
<td>Non-Toll (85%)</td>
<td>18233</td>
</tr>
</tbody>
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GAUTENG FREEWAY IMPROVEMENT PROJECT (GFIP 2005-2012)

MAIL STONE
PROJECT FINANCING/FINANCIAL FEASIBILITY

- For road projects & GFIP in particular, the following costs were included:
  - Initial construction costs
  - Debt repayment and servicing
  - Routine maintenance
  - Periodic maintenance
  - ITS operations (intelligent transport Systems)
  - Toll operations
GFIP Improvements

GFIP – Improvements made:

• Widening and upgrading of freeways:
  • 201 km upgraded
  • 34 interchanges are significantly upgraded which will result in less congestion
  • 4 new directional ramps (fly-overs)
  • 47 new bridges
  • Widening 134 existing bridges
  • 186 km of freeway lighting
  • 127 km of concrete median barriers
  • Implementation of ITS (CCTV, VMS, etc)
What was achieved??

- Implementation of major freeway improvements
- Stimulation of development
- Savings in travel times
- No inconvenience at toll points (free flow toll)
- Affordable toll tariffs
- Promotion of the use of travel demand management principles (ride sharing, free public transport usage, time of day discounts)
What was achieved continued

- Improved incident detection and management
- Assistance with crime investigations
- A sustainable model for future road maintenance and expansions – not affected/constrained by budgetary processes
public reaction

• Initially, very little public reaction during project planning and toll declaration process

• Very impressed with road and interchange improvements during the construction phase

• But when the actual commencement of toll collection came nearer –public objection to the user pay principle

• Became center of political debate before elections

• 6 court cases (SANRAL/Government successful with all of them)
Future Considerations

- **Communicating the benefits** and reasoning for this project financing model is critical for the success of implementing toll projects.

- **Engineering is “easy”, marketing and communication** are however more important to successfully implement toll projects.
LESONS TO LEARN

- Following an international tender process, the Gauteng Provincial Government awarded the project to the **Bombela Concession Company** consisting initially of Bombardier, Bouygues Travaux Publics, Murray & Roberts and Strategic Partners Group.

- The train service will be complemented by a dedicated bus fleet which will transport passengers in air-conditioned comfort between the stations and surrounding suburbs and business nodes.

- 750 CCTV cameras will provide recorded coverage of all stations and trains as well as key locations along the route.

- 24 hour security guard presence in all stations and parking areas.
• Continuous satellite tracking of all feeder and distributor buses and
• Secure fencing along the route to prevent unauthorised access and vandalism of critical system assets.
• Before opening up sensitive sections of the rail reserve recovered, it's good to relocate rare and endangered fauna and flora.
• The rails will be elastically supported throughout to reduce noise and vibration levels. Additional noise barriers will be provided where required along the route.

Wheelchair access is provided to all trains, buses, stations, toilets, lifts, fare gates, ticket offices and vending machines.

Accessibility features include:
• Features to aid people with difficulties in walking, gripping, reaching or balancing (including non-slip surfaces, handrails and
• Handholds • Facilities to assist blind