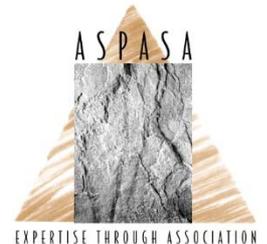


# MPIM PRESENTATION ON TRANSPORT INFRASTRUCTURE

## An Over view 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) **DIFFERENTIATE BETWEEN REGULATOR (DOT) AND OPERATOR (AGENCIES)**
- Not profit driven but rather create public value



## 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.)



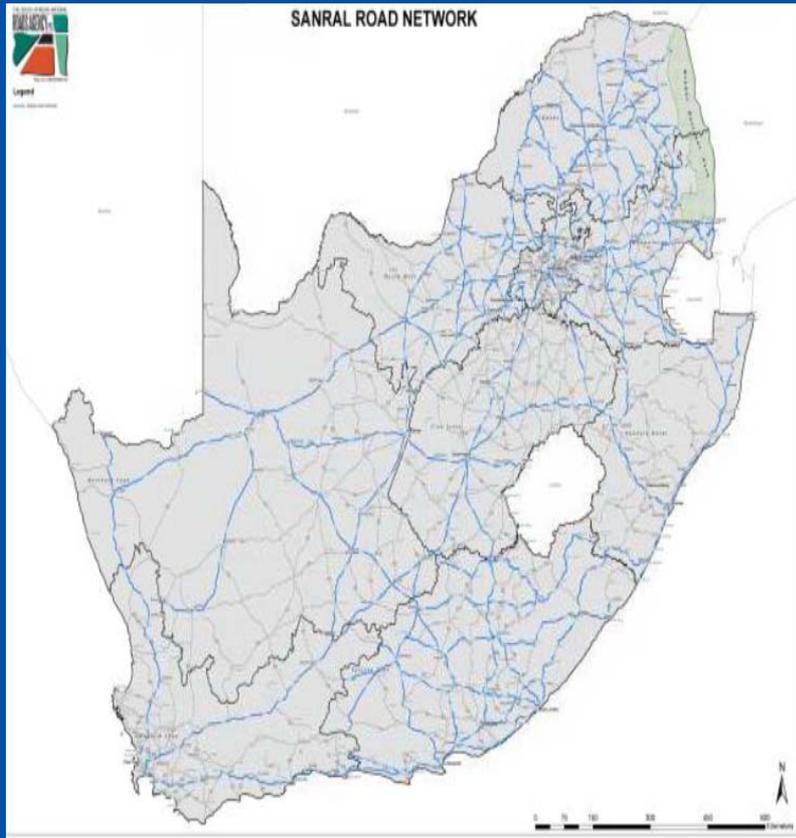
# CORE VALUES

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

• EP<sup>2</sup>IC



# 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 km<sup>2</sup>**

## **DETAIL OF CURRENT NETWORK (2015)**

<b>TOTAL KM</b>	<b>21451</b>
<b>TOLL ( 15% )</b>	<b>3217</b>
<b>NON-TOLL (85%)</b>	<b>18233</b>

# 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*





- • 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, its 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

