

Gautrain expansion pre-feasibility study completed

PRETORIA: Gauteng MEC for Transport Ismail Vadi has announced that the pre-feasibility study on extending routes for the Gautrain services has been completed.



The pre-feasibility study was undertaken in parallel to the 25-year Integrated Transport Master Plan (ITMP25), said the MEC responding to questions posed by the Gauteng Legislature during an oral reply session on Tuesday, 2 December.

He said that the study was completed in June 2013 and its findings were included in the final report of the ITMP25.

"Briefly stated, the outcomes of the ITMP25 are eight mutually supportive strategic interventions of which two are that the passenger rail network must be reinforced as the backbone of the public transport system in Gauteng.

"The short term initiatives include carrying out the feasibility studies for the extension of the Gautrain system; this is currently being done. The pre-feasibility study developed some rail route options at a high level," MEC Vadi said.

The MEC explained that the extensions to the rail network in Gauteng have been registered as a potential public-private-partnership with the Provincial and National Treasuries.

This regulated process sets out stages of feasibility studies and procurements with approvals required from the relevant Treasuries.

He said the feasibility study was underway and, subject to obtaining the necessary Treasury approvals, would lead to procurement in a phased manner of specific rail network extensions.

The feasibility study is expected to be completed in November 2015.

Regarding the pricing of Gautrain tickets, MEC Vadi said this was regulated in terms of the concession agreement, which

requires the general use of CPI index for fare increases.

"Exceptions to this are routes where fares are changed to increase or manage demand for the services. The Gautrain Management Agency fulfils this function on behalf of the province," he said.

The improvements to the airline on-line check in systems and the streamlining of check-ins at the OR Tambo Airport have reduced the immediate demand for separate check-in facilities at the Gautrain Sandton Station.

This situation will be monitored and if necessary such facilities could be provided at a later stage, he said.

He further said that the Gautrain bus services were used to convey rail passengers to and from the Gautrain stations. To the extent that other transport modes, and specifically, municipal buses and BRT systems develop on the same routes, the Gautrain bus services will be withdrawn and redeployed in areas to develop new markets of Gautrain users.

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