GAUTRAIN RAPID RAIL LINK
PPP

Africa Regional PPP Conference
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HISTORY OF THE PROJECT
The Gautrain Rapid Rail Link Project is a transport infrastructure project, developed, operated and maintained through a Public-Private Partnership agreement, signed with Bombela Concession Company, on the 28th of September 2006;

It is the first modern, ‘state-of-the-art’ Rapid Rail Link transport project for Africa, consisting of approximately 80km of railway line, 10 stations, and approximately 125 buses in its dedicated feeder and distribution system;

It is expected that the system will transport approximately 100,000 passengers per day when fully operational. It is anticipated to become fully operational before the end of March 2012.

The Project has two distinct phases:-
- PHASE I:  5 Year Development Period (2006 to 2011)
- PHASE II: 15 Year Operational Period (2011 - 2027)
SOURCES OF FUNDING
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• The South African National Government undertook to fund 50% of the total development costs of the project (R12.4 bn), 100% of the foreign exchange variances incurred on the foreign component of construction milestone payments, and 50% of the inflation related increases on the rand component of construction costs, through the granting of a DoRA Conditional Grant. (specific purpose grant)

• The remainder of the development costs have been funded through, amongst others:

  – MTEF Provincial Grant Funding (25%)
  – Provincial borrowings (18%)
  – Private Sector Equity (2%)
  – Private Sector Borrowings (9%)
PROJECT COSTS
PROJECT COSTS – APPLICATION OF FUNDS

• In September 2011, the Gautrain Project reached the end of its 60th month (20th quarter) of development.

• The Independent Certifier certified the achievement of 996 of the 1042 interim payment Schedule 12 milestones (96% of the number of milestones).

• At the end of the last financial year, the total project expenditure incurred to date, in the following categories, were:

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditure to Date</th>
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<tbody>
<tr>
<td>Schedule 12 Milestones (Construction costs)</td>
<td>R 25.7 bn</td>
</tr>
<tr>
<td>Variations and related costs</td>
<td>R 200 m</td>
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<tr>
<td>Operational &amp; Support Costs</td>
<td>R 2.2 bn</td>
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<tr>
<td><strong>TOTAL COSTS</strong></td>
<td><strong>R 28.1 bn</strong></td>
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PROFITABILITY & EQUITY DISTRIBUTION
SOCIO-ECONOMIC DEVELOPMENT
SOCIO-ECONOMIC DEVELOPMENT PERFORMANCE

• The Gautrain’s measurable objectives are linked to its overall strategic objectives, one of which is the contribution to accelerated economic growth, with an emphasis on job creation, local skills development, and investment in black economic empowerment.

• The Concessionaire is contractually obliged to achieve against SED obligations through 21 SED elements included in the CA.

• The cumulative performance of the Concessionaire up to the end of the 20th quarter is shown in the table below:
INTEGRATION PROGRESS

• Various applications for developments around stations have been submitted to municipalities. This will lead to densification of land use around the stations.

• The DFDS services supporting the system operation, currently around 9 stations has linked major commercial and residential nodes in Gauteng.

• Development around the stations, which is in progress, will support physical integration and convenient transfers to/from adjacent PRASA (metro-rail) stations.

• Planning of physical interfaces between Gautrain stations and Rea Vaya bus stations in close proximity to stations have been completed. Rea Vaya will play a role in distributing Gautrain passengers to the JHB CBD, and the north-western suburbs.

• Development of a public transport interchange including a major taxi rank, on top of Sandton Station, is complete.

• A taxi-owned company, Alexandra Transport Solutions, has been contracted to operate a shuttle service comprising 2 mini-bus taxis from the Marlboro Station into Linbro Park. Shuttle services are planned to be rolled out at other stations, supporting integration.
Thank You
www.gautrain.co.za
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