



**prasa**

PASSENGER RAIL AGENCY  
OF SOUTH AFRICA

# SCOPA Presentation re: the Central Line

5<sup>th</sup> July 2023

Presented by: PRASA



1.

### Vision

Be a recognised provider and manufacturer of safe and reliable public passenger rail services and products.

2.

### Mission

Provide safe, predictable, consistent, affordable and quality service commuter rail, long-haul passenger rail and long-haul intercity bus services.

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# 1. Introduction:

1.1 PRASA's Central Line Corridor in the Western Cape Region is classified by the National Rail Plan as an "A" Corridor, and it spans from Cape Town to Philippi (24.78 km) with a branch line from Philippi towards Kapteinsklip (8.66 km) and Philippi towards Chris Hani (14.5 km).

1.2. This corridor supports the Cape Town – Khayelitsha – Chris Hani, Cape Town – Mitchell's Plain – Kapteinsklip and Cape Town – Bellville via Sarepta (29.31 km) train services offered by the Western Cape Region.

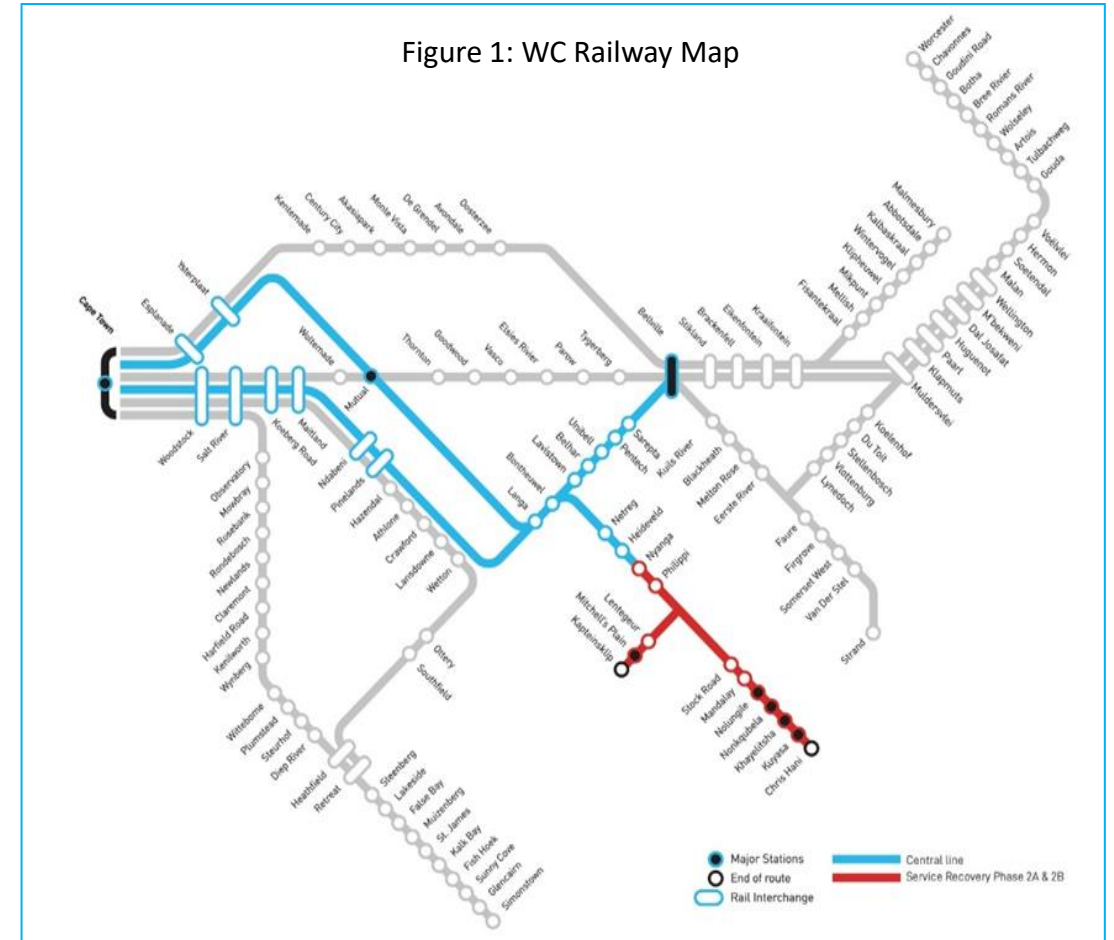


Figure 1: Central Corridor extending from Cape Town - Bellville (via Sarepta), Cape Town – Nyanga (operational Area), **Nyanga – Chris Hani and Nyanga – Kapteinsklip (non-operational)**

## 2. Background:

### 2.1 Closure of the Central Line:

- ✓ In October 2019, the then PRASA BoC cancelled the security contracts, which increased the operational risks' – as the line was closed from the 3<sup>rd</sup> November 2019.

### 2.2 COVID-19 Pandemic:

- ✓ During the first quarter of 2020, the President of South Africa declared a National State of Disaster due to the COVID-19 pandemic.

### 2.3 Vandalism:

- ✓ During the National Shutdown, the railway infrastructure in all corridors, especially, the Central Line Corridor (1) experienced extensive vandalism and (2) the illegal occupation of PRASA's railway reserve, which increased at a unpredicted manner.

### 2.4 Recovery Process:

- ✓ When the National Shutdown eased (in the last quarter of 2020), PRASA began to plan to recover the railway service – with the Recovery Programme split into 2 phases: (1) Phase 1A, 1B and 1C and (2) Phase 2A and 2B.
- ✓ Phase 1A, 1B and 1C lines have been recovered and trains operation, with a minimum service offered from the 25 July 2022.
- ✓ Phase 2 works are broken down into the following corridors:
  - Phase 2 Nyanga – Philippi
  - Phase 2 A Philippi – Chris Hani
  - Phase 2 B Philippi – Kapteinsklip.

## 3. Investments to date:

### 3.1 Recovered Corridors on the Central Line:

- ✓ Phase 1 A: Cape Town to Langa (Via Pinelands)
- ✓ Phase 1 B: Langa to Bellville (Via Sarepta)
- ✓ Phase 1 C: Langa to Nyanga

Corridor	Contractor Completion Date	Trail Operations	Service Resumption Date	Progress
Phase 1 A (Cape Town – Langa)	22 July 2022	25 July 2022	26 July 2022	100%
Phase 1 B (Langa – Bellville)	22 July 2022	25 July 2022	26 July 2022	100%
Phase 1 C (Langa – Nyanga)	12 March 2023	13 March 2023	16 March 2023	100%

Corridor	OHTE Refurbishment (External Contractors)	Perway Refurbishment	Station Improvement	Total for Corridor
Phase 1 A (Cape Town – Langa)	R 7 500 000 (Internal)	R 10 000 000 (Internal)	R 16 987 500.00 (External Con)	R 34 487 750
Phase 1 B (Langa – Bellville)	R 95 995 035 (External Contractors)	R 25 000 000.00 (External Contractors)	R 67 537 500.00 (External Contractors)	R 188 532 535
Phase 1 C (Langa – Nyanga)	R 243 476 785 (External Contractors)	R 55 000 000 (External Contractors)	R 121 681 573 (External Contractors)	R 420 158 358
Security and Clean-up Operations for all corridors (Phase 1A, 1B & 1C)				R 124 284 904

## 4. Scope of Works:

### 4.1 Infrastructure Work Packages Phases:

#### Phase 2 (Nyanga – Philippi)

- ✓ Permanent Way RNC (Rail Network Construction)
  - Formation Rehabilitation.
  - Ballast replenishment on 4 Operational Lines.
  - Fastening Replacement.
- ✓ Electrification/Overhead Track Equipment (OHTE) (Diphatse Trading & Projects)
  - Total replacement of all OHTE in Phase 2. (24 km)

#### Phase 2A (Philippi – Chris Hani)

- ✓ Permanent Way RNC (Rail Network Construction)
  - Re-sleepering between Nyanga & Philippi.
  - Ballast replenishment on No 1 & No 2 Chris Hani/Kapteinsklip lines.
  - Replacing of 75 000 Fasteners and Clips.
- ✓ Electrification and Overhead Track Equipment (Diphatse Trading & Projects)
  - Total replacement of all OHTE in Phase 2A. (24 km)

#### Phase 2B (Philippi – Kapteinsklip)

- ✓ Permanent Way RNC (Rail Network Construction)
  - Formation Rehabilitation.
  - Ballast replenishment on 4 Operational Lines.
  - Fastening Replacement.
- ✓ Electrification and Overhead Track Equipment (OHTE)
  - Total replacement of all OHTE in Phase 2B. (16 km)



## 4.2 Central Line Signalling Project:

✓ The contract for the Western Cape Central Corridor Railway Signalling System Project (“WCCCRSS”) was concluded on the 9<sup>th</sup> May 2023 and is to run until the 8<sup>th</sup> November 2024. The Project is valued at R480 million.

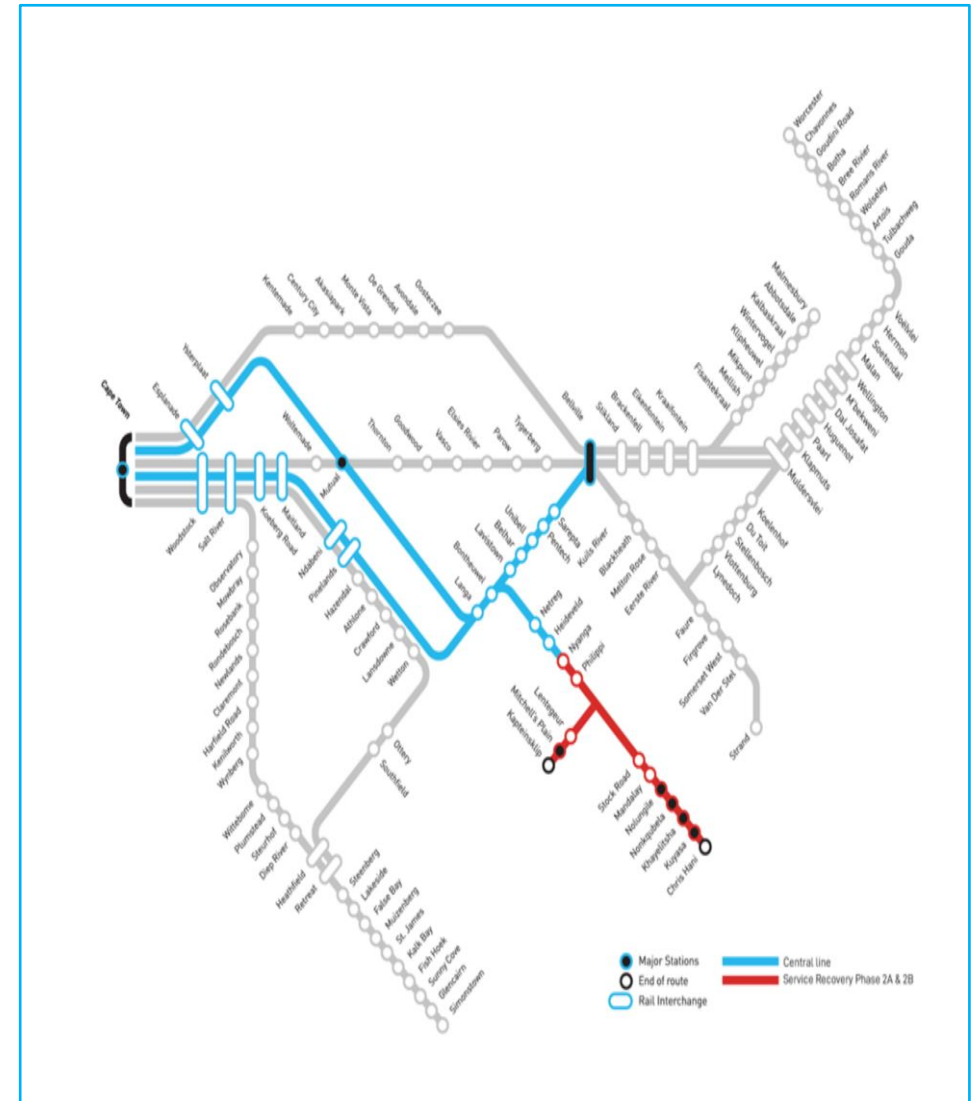
✓ The Scope area where the Project will be operating will cover the following Stations:

*Heideveld / Netreg / Sarepta / Pentech / Unibell / Bethar /  
Lavistown / Bontheuwel / Langa / Wetton / Lansdowne /  
Crawford / Athlone / Hazendal / Pinelands / Ndabeni / Maitland /*

*Koeberg Rd/ Mutual / Salt River / Woodstock / Cape Town /*

*Explanade / Ysterplaat*

✓ The Scope of Work covers the entire Phase 1 i.e. the current



## 4.3 Station Refurbishment Works:

### 4.3.1 Phase 2 A & B Station Refurbishment Works

- ✓ The targeted areas are ticketing offices, passenger shelters, ablution facilities, lighting, security features, passenger information, staff facilities, fencing, platforms, etc.

### 4.3.2 Contractors were appointed for the following stations:

- ✓ Philippi, Stock Road, Mandalay, Nolungile, Nonkqubela, Khayelitsha, Kuyasa & Chris Hani.

Philippi Station	Tiro Civils
Stock Road	Valostar 159
Mandalay	Valostar 159
Nolungile	Thulaumme Mbitana JV
Nonkqubela	Thulaumme Mbitana JV
Kuyasa	AMK Business Enterprise
Khayelitsha	AMK Business Enterprise
Chris Hani	AMK Business Enterprise

**4.3.3 Appointments of contractors are to be concluded in July 2023:**

Lentegeur, Mitchell's Plain and Kapteinsklip.  
(Tenders Closing 17 July 2023)

#### 4.4 Railway Stations Projects:

- ✓ The next step after recovery is to implement special needs passengers (SNP) requirements at the stations to improve accessibility of the railway service by all people including SNPs.
- ✓ The accessibility work requires extensive investment as it entails provision of functional elevators, ramps, platform adjustments (horizontal and vertical), tactile strips, passenger zones, modifications to the ticket offices and ablution facilities, *etc. to promote accessibility of the railway services.*
- ✓ This work will be done under the Station Modernization Programme as the aim would be to improve commuter experience.
- ✓ The Station Modernization Programme will be implemented from the 2024/25 financial year on-wards.

### 4.5 Current State of Stations & Infrastructure:



Stock Road Station



Mandalay Station

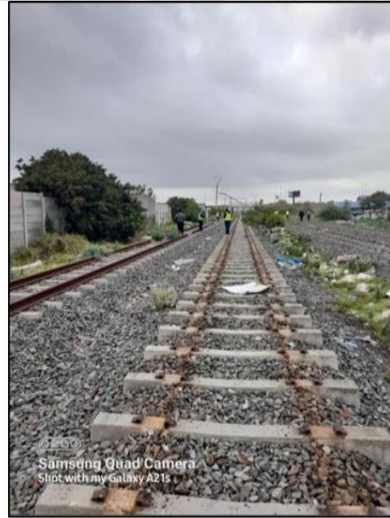
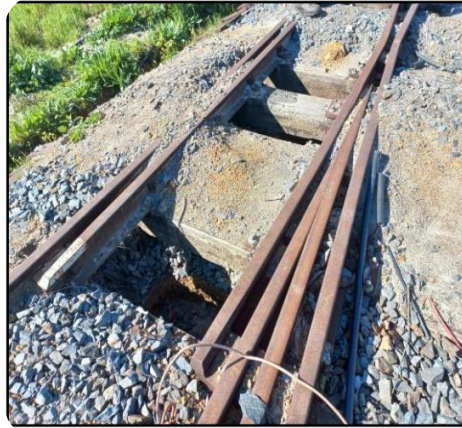


Nolungile and Nonkqubela Stations

## 4.6 Before and After Station Facilities:



### 4.7 Before and After Infrastructure Works:



## 5. Project Programme/Timelines:

### 5.1 Central Corridor Recovery Dates and Commencement of Commercial Services:

Corridor	Contractors Completion Date	Train Operations	Service Resumption Date	Overall Progress
Phase 2 (Nyanga – Philippi)	28 Feb 2024	04 Mar 2024	18 Mar 2024	30%
Phase 2 A (Philippi – Chris Hani)	28 Feb 2024	04 Mar 2024	18 Mar 2024	30%
Phase 2 B (Philippi – Kapteinsklip)	28 Feb 2024	04 Mar 2024	18 Mar 2024	30%

# 6. Central Line Corridor Works and Employment:

## 6.1 Central Corridor Works and Employment break down for each corridor:

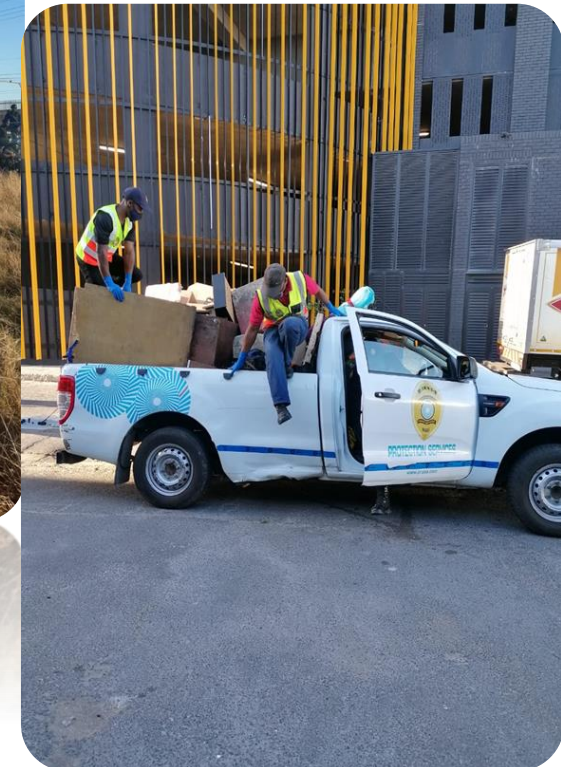
Corridor Works	OHTE Refurbishment	Perway Refurbishment	Station Improvement	Security Services
Phase 2 A (Nyanga – Chris Hani)	<ul style="list-style-type: none"> <li>✓ Youth (below 35) – 150</li> <li>✓ Above 35 – 75</li> <li>✓ SMMEs - 1</li> </ul>	<ul style="list-style-type: none"> <li>✓ Youth (below 35) – 200</li> <li>✓ Above 35 – 250</li> <li>✓ SMMEs - 1</li> </ul>	<ul style="list-style-type: none"> <li>✓ Youth (below 35) – 125</li> <li>✓ Above 35 – 100</li> <li>✓ SMMEs - 20</li> </ul>	
Phase 2 B (Nyanga - Kapteinsklip)				
<b>Total employment:</b>	<b>226</b>	<b>451</b>	<b>245</b>	<b>1354</b>



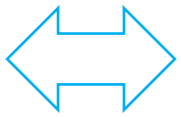
# 7. PRASA Security Interventions:

## 7.1 Delays:

- ✓ The Central Line Recovery Programme has experienced delays of approximately 5 months due to safety and security threats on various sites.
- ✓ Due to this threats, construction works on all sites were stopped from 31 August 2022 to 30 October 2022.
- ✓ PRASA deployed a security intervention unit to the Central Line in October 2022 to stabilize security efforts.
- ✓ Due to security interventions outsourced by PRASA, work resumed in January 2023.
- ✓ Due to funding short falls at PRASA on security requirements, funding as been sourced through the Department of National Treasury.



## 7.2 Highlights of PRASA Interventions:

- ✓ Successful Implementation of Presidential Projects:
  - ✓ Physical Security Deployment through the National Treasury approved deviation for Phase 1, 2 & 3 Deployed - Contracts Ending September 2023.
  - ✓ Supporting the business re: an Integrated Security Plan and Communities-Gangs-Business Forums.
  - ✓ Implementation of Protective Security Measures for Yards.
  - ✓ Equipped Security work force with the requisite security equipment i.e. uniforms, bullet proof vests, handcuff, torches, etc....
- 
- ✓ Established an integrated command and control security solution that will integrate security protocols into one system to ensure security efficacy (communication, deployment geofencing, distress alarms, SOP / work instruction management, Inspections, guard monitoring, etc.)
  - ✓ PRASA attends the quarterly National Non-Ferrous Metal Crime Combatting Committee (NFMCCC) and the National Rail Crime Combatting Forum (NRCCF) with the SAPS, all other SOEs and relevant stakeholders to discuss the national crime pattern analysis, crime threat analysis and the formulation of action plans.

### 7.3 Security Technology:

The scope of security technology implementation focused on the following mission critical assets and infrastructure:

- ✓ Substations;
- ✓ Tie Stations;
- ✓ High Sites;
- ✓ Control Rooms in the respective regions.

#### The solutions include:

- ✓ CCTV Cameras with the requisite analytics;
- ✓ Access Control
- ✓ Intrusion Detection with panic buttons;
- ✓ Alarms;
- ✓ Fire Detection;
- ✓ Pepper Fog System;
- ✓ Smoke Activation;
- ✓ Training; and
- ✓ Maintenance (3 years)



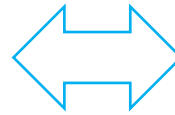
### 7.4 Long-Term Security Contracts:

Scope will cover the following:

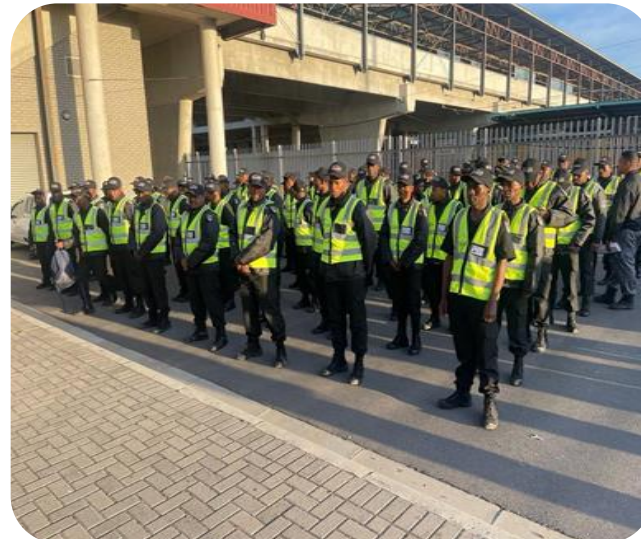
- ✓ Physical Deployments
- ✓ K-9 Units
- ✓ Drone Cover
- ✓ Armored vehicles
- ✓ AD-HOC Services
- ✓ Youth/Veterans/Women

**7.5 Jobs created through Protection Services for SMME's and Community Involvement:**

- ✓ Foot Patrols 495 Officers
- ✓ Bubble Teams 1C 300 Officers
- ✓ Bubble Teams 1B 123 Officers
- ✓ Tactical Teams 33 Officers
- ✓ Section Leaders 21 Officers
- ✓ Field Managers 06 Officers
- ✓ Stock Road Teams 45 Officers
- ✓ Phillipi 88 Officers
- ✓ Central Spread 213 Officers



Total Compliment deployed :	1 354
Community Clean Up Labour:	300
<u>Total no of jobs created:</u>	<u>1 654</u>



# 8. Community Involvement:

## 8.1 PRASA Railway Stations Grass Cutting and Cleaning Report:

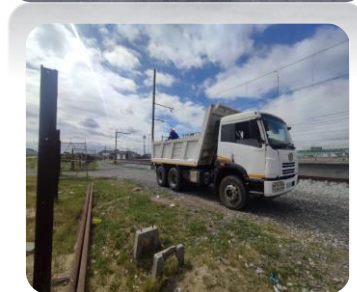
- ✓ Besides the works created through railway stations and Perway rehabilitations works, 105 locals were employed to execute the rehabilitation of the different stations and service routes.
- ✓ Staff were deployed across the station to cut the grass at the entrance on the platform and 30m away from the platforms.
- ✓ Landscaping such as trimming on pavement edges, platform and rails, as well as weed control was done by the local community.



Netreg Station – Before Clean-up



Some of the equipment used



Netreg Station – After Clean-up



Removal of Dwellers



Removal of Dwellers 10 Meters



Community Engagements



Dwellers + Toilets Removed (infilling)



Toilets on the Rail Removed



Grading Service Roads



# 9. Progress on the Central Line Relocation:

## 9.1 Relocation of Illegal Settlements Process:

10 October 2019	Acting CEO, Prasa Cres requested assistance from City of Cape Town and Western Cape Provincial Government.
12 December 2019	Commitment by the Provincial Department of the Western Cape to assist PRASA in respect of the Philippi land occupation.
30 April 2020	PRASA formally requested assistance from DPW&I.
8 May 2020	DPW&I formally responded and confirmed assistance to PRASA to identify two parcel of land with the assistance of the human settlement expertise of the City of Cape Town, HDA and the Provincial Department of Human Settlement.
1 February 2021	DPW&I finally refused on the SAPS land.
2 March 2021	The Minister of Transport then formally confirmed to the Minister of DPW&I on the 2nd March 2021 that PRASA Board had agreed to accept two land parcels of 24ha as assistance with relocation, since PRASA required a total of 55ha.
9 March 2022	An Implementation Protocol was concluded by the following stakeholders DOT, the Department , DHS, DPWI, WCDHS, CoCT, HDA and (PRASA).
6 April 2022	The HDA, through a Service Level Agreement with the DoT, was appointed as an Implementing Agent to facilitate the relocation of occupants on the PRASA Central Line (signed 6 April 2022).
June 2022	The program experienced more delays and again PRASA had to approach for further variation of the Order. The order was granted on the <b>28 July 2022</b> setting the new date to end <b>30 November 2022</b> .
21 October 2022	The City of Cape Town sent an official communication to the HDA regarding the outcome of the Section 68 Application. The City indicated that due to the outcome of the legal opinion sourced (dated 7 October 2022), the proposed development does not qualify for consideration for a declaration under Section 68 of the Bylaw.
29 October 2022	In order to facilitate the relocation of informal settlements on PRASA land, PRASA applied for first Eviction Order which lapsed on 31 July 2022, and then the second Eviction Order which lapsed on the 30 November 2022. A third variation of Eviction Order was filed and granted by the High Court on the 29 November 2022. The exercise of eviction was granted until 30 November 2023.

## 9.2 Background on Temporary Relocation (Operation Bhekela):

1. Operation Bhekela is a temporary relocation that is put in place to allow PRASA to bring back the rail services between Nyanga and Philippi.
2. This process affects those who informally occupy the rail reserve in Philippi.
3. Operation Bhekela is a temporary move, to allow PRASA to start working in the corridor from Nyanga to Philippi.
4. PRASA, together with its service providers, SMMEs and community members have worked together in preparation of Operation Bhekela.
5. Stakeholder engagement has been done with relevant Sub-Councils (12, 13 and 17) by sharing all the information on Operation Bhekela.
6. The long-term relocation of informal settlements is being handled by the Implementation Protocol Steering Committee that is led by the Departments of Transport and Human Settlements.



*Opening the channel to allow the trains to link to Philippi*





### 9.3 Progress on Operation Bhekela:

- ✓ Area of temporary relocation has been identified for 900 Units at Stock Road Metrorail – where 5M x 4M temporary structures with a concrete base have been set-up.
- ✓ A 1100meter temporary fence has been erected to close off the area, with Security deployed as part of the Central Line intervention.
- ✓ The City of Cape Town and Human Settlements will provide water, ablution facilities and temporary electricity.
- ✓ Service providers will prepare the land and install drainage systems as per guidance given by the City Of Cape Town and Human Settlements.
- ✓ The Project has been stop-start due to stakeholder delays, with the commencement date of Operation Bhekela planned for the 30<sup>th</sup> June 2023. This will be the final phase of Operation Bhekela for the removal and temporary relocation of the 891 dwellings from Philippi railway reserve to another railway reserve at Stock Road split (split of Kapteinsklip and Chris Hani lines).

\*\*\* A long-term relocation solution needs to be finalized with urgency due to the risk of unrest within the area\*\*\*

## 10. Risks:

### 10.1 Central Line Recovery:

- ✓ Continued delays will impact on the full recovery of the Central Line.

### 10.2 Construction Works:

- ✓ Security risk for construction personnel remains a top priority in the mitigation of risks due to the activities of the construction mafias.



Thank You