**National Assembly**

**Question No 1273**

**Mr B N Herron (Good) to ask the Minister of Transport:**

(1) Following the announcement this week that the central line in Cape Town will be operational for the first time since 2019, what (a) lines nationwide are currently being evaluated as candidates for refurbishment and/or restructuring and (b) are the current largest issues holding back the refurbishment;

(2) what collaboration is currently underway with the SA Police Service or other spheres of government to focus on (a) protecting the specified lines and (b) ensuring that any progress is permanent;

(3) what total volume of refurbishment materials are currently being (a) imported and/or (b) supplied through South African producers? NW1413E

**REPLY**

(1) (a) *Daveyton-Dunswart-Germiston; Vereeninging-George Goch (via Midway); Kwesine Germiston; Cape Town-Khayelitsha; Cape Town-Kapteinsklip; Kelso (Umbongontwini) – Durban; Cape Town-Kraaifontein; Cape Town-Wellington; East London-Berlin; Port Elizabeth-Uitenhage; Cape Town-Strand; Crossmore-Durban; Springs-Johannesburg; Randfontein-Johannesburg; Durban-Stanger; Pinetown-Durban; Germiston-Vereeniging (MTN); Cape Town-Malmesbury; Cape Town-Worcester; Nigel-Springs; Eerste Rivier-Muldersvlei; Johannesburg-Oberholzer; Germiston-New Canada (Booysen); Wests-Durban; Mabopane-Pienaarspoort (via Capital Park).*

(b) The main issues holding back refurbishment are: load shedding affecting some of operational areas supplied by the Municipality (Connect power supply from substations), encroachment and community unrests activities, which affects the acceleration of the key projects for the Recovery Programme.

(2) PRASA Protection Services has collaboration with SAPS, Crime Intelligence, as well as the State Security Agency. Regional meetings between Law Enforcement and PRASA Protection Services takes place every 2 weeks, with National meetings conducted on a monthly basis.

PRASA is represented on the Economic Sabotage of Critical Infrastructure (ESCI) Forum and collaborates with SOE’s, such as Telkom, Eskom, Transnet, etc… The ESCI Forum meets on a monthly basis.

1. At this stage it is not possible to quantify the volumes of material that PRASA

is currently utilizing – however, we can report that:

(a) Materials such as rails, turnouts, wheels, and major cables on the General Overhaul and toilets on the Mainline Passenger Services Coaches are imported.

(b) Major spares, namely windows shrouds, interior panels, interiors seats floorboards, insulation material and paint are bought through South African producers and are sourced locally.