**NATIONAL ASSEMBLY:**

**QUESTION NUMBER: 3194**

**Mr C H H Hunsinger (DA) to ask the Minister of Transport:**

(1) (a) What are the names of the railway train stations that are not being used, (b) what is the overall number of stations that are no longer in use, (c) on what date was each station decommissioned, (d) why were the stations decommissioned in each case and (e) what are the stations being used for currently;

(2) what (a) plans are in place to link the Durban-North railway track to the King Shaka International Airport considering the short distance between the two, (b) are the time frames, milestones and deadlines in this regard, (c) feasibility studies have been undertaken in this regard and (d) were the results of the studies?

**NW3623E**

**REPLY:**

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| --- | --- | --- | --- | --- |
| **(a)** | **(b)** | **(c)** | **(d)** | **(e)** |
| **PRASA Railway Train Station** | **Number** | **Date not being used** | **Reason for not being used** | **Current use** |
| Ireagh | 1 | 2010 | Train service rationalised | None |
| Rolle | 1 | 2010 | Train service rationalised | None |
| Cottondale | 1 | 2010 | Train service rationalised | None |
| Acornhoek | 1 | 2010 | Train service rationalised | None |
| Hoedspruit | 1 | 2010 | Train service rationalised | Restaurant Lease |
| Zeerust | 1 | 2015 | Train service rationalised | None |
| Vryburg | 1 | 2015 | Train service rationalised | None |
| **Total** | **7** |  |  |  |

Note: The above information only reflects PRASA properties. All these stations were identified for transfer with Main Line Passenger Service in 2009 from Transnet. These stations are on the Kaapmuiden-Hoedspruit line or Johannesburg-Mafikeng-Kimberley line. Stations not in use is not the same as being decommissioned.

1. (a) The option to link King Shaka International Airport (KISA) via the existing North Coast Rail

Corridor was considered along with other rail alignment options during earlier planning activities because of its proximity to KSIA. It was however not preferred, because such a service would result in lengthy journey times and inability to compete effectively with other modes of transport.

(b) As mentioned in (a), the option of linking to the North Coast Rail Corridor was not preferred. In addition, the passenger demand for such a service in the short term, is considered relatively low from a passenger rail perspective. A road-based feeder service from Verulam and/or Tongaat stations is considered more viable in the short term to provide access to KISA from the North Coast Line.

In the medium term, a more direct rail connection to KISA, with potential of linking to current and new growth areas in the northern section of eThekwini, is considered more viable.

(c) The Passenger Rail Agency of South Africa concluded a conceptual planning study in 2015 around potential rail linkages to KISA and surrounds.

(d) The outcome of the study in 2015 is in support of (2)(b).