###### National Assembly

###### Question Number: 3231

**3231. Mr C H H Hunsinger (DA) to ask the Minister of Transport:**

(1) Has the commissioning process with Siemens for the Gauteng Nerve Centre (GNC) rail signalling system been completed; if not, (a) why not and (b) what has been the cost of noncompletion to the GNC; if so, when; (2) is the GNC fully functional and connected in line with the intended design; if not, what are the reasons; (3) has the full staff component necessary to operate the GNC been trained; if not, (a) why not and (b) by what date will this happen; (4) whether the full extent of the rail network of the Passenger Rail Agency of SA (Prasa) is currently monitored from the GNC in accordance with the initial plans; if not, (a) why not and (b)(i) what measures have been put in place to extend the service to cover the full extent of the Prasa rail network and (ii) at what cost? NW3563E

 **REPLY**

1. The Gauteng Nerve Centre (GNC) building has been commissioned and was officially opened for operation in October 2015. To date, the GNC operates the Irene, Olifantsfontein, Kaalfontein, Leralla and Tembisa corridor on a new signaling system. Currently, PRASA is moving the southern line which includes Midway – Residensia Corridor into the GNC.
2. The GNC is functional and connected as stated above, in line with the intended project rollout. As more stations are equipped with the new signaling system, they will progressively be migrated to the GNC for control.
3. Yes, the GNC's traffic operators are trained in accordance with the corridor commissioning program. To date, 82 train control officers have been trained. Further, 42 engineering technicians were trained to maintain the new signaling system
4. The requirement of the GNC is to control the entire Gauteng region only, in accordance with the operational plan. It should, however, be stated that other regions such as the Western Cape and KwaZulu Natal will also be equipped with new modern control centres similar to the one in Gauteng.