



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA



20	21
20	22
20	23

**Presentation to the NCOP
Provincial Week
29 October 2020**

- The purpose of the presentation is to highlight to the NCOP -
 - Incidents of Vandalism and Security Intervention
 - Partnership between PRASA And SAPS
 - Train Service Resumption
 - PRASA Compliance to COVID 19 protocols
 - Conclusion



➤ **The main objective and main business of PRASA is to:**

“Ensure that, at the request of the National Department of Transport, rail commuter services are provided within, to and from the Republic in the public interest and provide, in consultation with the National Department of Transport, long haul passenger rail and bus services within, to and from the Republic in terms of the principles set out in section 4 of the National Land Transport Act (2000) (Act no 22 of 2000, as amended).

➤ **The second objective and secondary business of PRASA is that it shall generate income from the exploitation of assets acquired by it.**

A further requirement is that, in carrying out its objectives and business, PRASA shall have due regard for key Government social, economic and transport policy objectives.”



Asset	Unit	Number
Rail Network¹	km	2 228
Train Stations	Number	530
Rolling Stock		
<i>Metrorail (coaches)</i>	Number	4 398
<i>MLPS (Coaches)</i>	Number	1 303
<i>MLPS (Locomotives)</i>	Number	122
<i>New Rolling Stock (trains)</i>	Number	600
<i>New Rolling Stock (coaches)²</i>	Number	3 600

1. The total rail network (incl. TRANSNET's) is approximately 20 000km.
2. To date, 30 trainsets have been delivered as part of the fleet renewal programme



During the latter part of 2019 the former PRASA BoC made a decision to terminate private security contracts that were deemed irregular and lawful by the Public Protector.

These contracts were subsequently terminated at the end of September 2019. Security companies applied for an interdict to prohibit PRASA from terminating security contracts in Gauteng and Western Cape respectively. In December 2019 the security companies were reinstated based on court judgements for Gauteng North High Court and Western Cape High Court.

The ruling for Western Cape required PRASA to implement alternative security measures that must be presented to the court before any terminations could be considered, whilst the Gauteng Ruling required PRASA to give companies ample notice before termination.



In March 2020, PRASA engaged the South African Police Service (SAPS) on security interventions following the decision to terminate private security in Gauteng, KwaZulu-Natal, Eastern Cape and Mainline Passenger Services.

Efforts were made during the period to implement an emergency procurement process that also failed to be realised as the bids were non-responsive and a second attempt was stopped through litigation as the former private security companies were successful in obtaining an interdict that prohibited PRASA from embarking on an emergency procurement process for private security.

A decision was taken during July 2020 for PRASA to embark on a drive to directly employ 3100 security officials for the protection of assets, passengers and personnel. This process was initiated on 17 July 2020. The recruitment and selection process is ongoing until the full complement of 3100 officials is realised.



VANDALISM AND THEFT OF INFRASTRUCTURE



Theft and vandalism



- Loss of PRASA's mandatory assets to Arson, Theft and Vandalism undermines government's efforts to provide the South African public with a safe and reliable Rail public transport service.
- The scourge escalated to unprecedented levels during the national lockdown period.



Theft and vandalism



- Theft and vandalism are rife in most corridors (including the closed corridors),
- This occurrence has increased since the announcement for the resumption of service.
- Each corridor that is currently opened is assessed daily and an emergency plan is monitored daily to ensure service are not compromised.
- PRASA is removing the OHTE as a measure in the diesel operated corridors, to deal with vandalism and service improvement.
- No power line rehabilitation is taking place until security plans are implemented to avoid wasteful expenditure



- Senseless attacks on employees/ private security guards while on duty
- Increasing high demand for ferrous and non-ferrous metals
- Crime, theft and MDTP (Vandalism of assets)
- Sabotage
- Security contracts vs Quality of Service supplied
- Public being killed by illegal connections – PRASA railway tracks, tampering with high voltage cable
- Lack of proper investigations/ Intelligence/ Law enforcement support
- Security contractors do not create strategic partnerships
- Not enough dependence on modern technology
- Not enough intelligence to plan proactive operations



SECURITY PLAN



PRASA is in the process of developing the required capability to mitigate and combat theft as well as vandalism of its infrastructure these plan include the following security interventions:

- 1) Creating of an internal security capability for armed response, control room operations and increasing the number of physical security officials; this has already commenced unfortunately about 749 have to be re-advertised due to unsuitability of the candidates.
- 2) Introduction of E-Guarding solution for protection of mission critical assets (substations, relay rooms and GSM-R high sites) with early warning security technology and defensive security systems; it is already at procurement phase.
- 3) Procurement of specialised investigations services with legal support and access to criminal laboratory. This capability will assist the department in securing better sentences and improving the prosecution rate of offenders;
- 4) Deployment of Remotely Piloted Aircraft Systems in order to conduct virtual patrols of high risk infrastructure, this capability will work in tandem with specialised investigations and armed response.



- **These interventions are security force multipliers and enablers that will make an invaluable contribution to improving the security response to theft and vandalism that will result in a significant reduction in crime incidents. The interventions will also be complemented by the walling of corridors/servitude with Mabopane and Central line already at procurement phase.**



- As part of ensuring that PRASA realizes its targets in the security plan, budget was limited; a virement was requested to National Treasury to support the requirements.
- As such a virement was submitted to National Treasury via the Department of Transport and was approved at circa R900mil with biased towards the security interventions aimed at protecting current assets and infrastructure in the short term nationally.
- This virement would allow PRASA, additional to the insourcing to acquire additional specialized capacity from private security companies to amplify the protection of assets, infrastructure, commuters and employees.
- The above was aimed at ensuring no further distraction of assets is experienced.



SECURITY INTEGRATED APPROACH

To accelerate and enhance the multi-disciplinary approach to address potential & actual criminal activities related to rail infrastructure

Pillar 1

Intelligence gathering, analysis and coordination

Pillar 2

Proactive Approach of Policing, Securing & Guarding

Pillar 3

Combat Approach

Pillar 4

Reactive approach through Detection

Pillar 5

Communication and Liaison

A COMMUTER SAFER ENVIRONMENT



INFORMATION/INTELLIGENCE

PROACTIVE

COMBAT

**REACTION THROUGH
DETECTION**

COMMUNICATION

**ADDRESSING
THE THREAT
THOUGH
JOINT
OPERATIONS
LAUNCHED
IN AUGUST**

PRASA Security

PRASA

Communication

Section

Rapid Rail Police

Directorate of

Priority Crimes

Crime Intelligence

Detectives Section

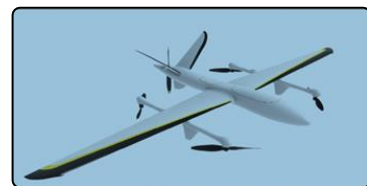
NPA

Home Affairs



Surveillance Solution

GPRS video surveillance and alarms (E-Guard)



As required surveillance
using Seeker
200/equivalent with Optical
Payload.
For use in rural/remote
areas.

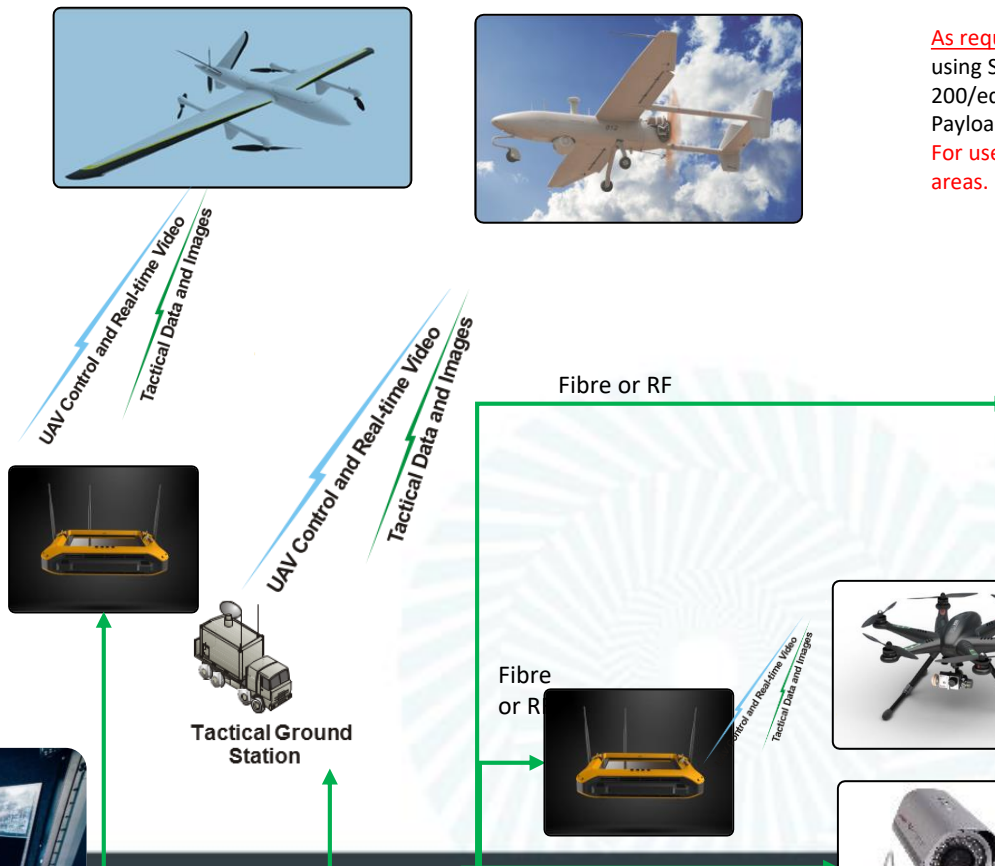
Persistent surveillance
using Aerostat with
Optical Payload



As required surveillance
(using Quad copter with
Optical Payload)

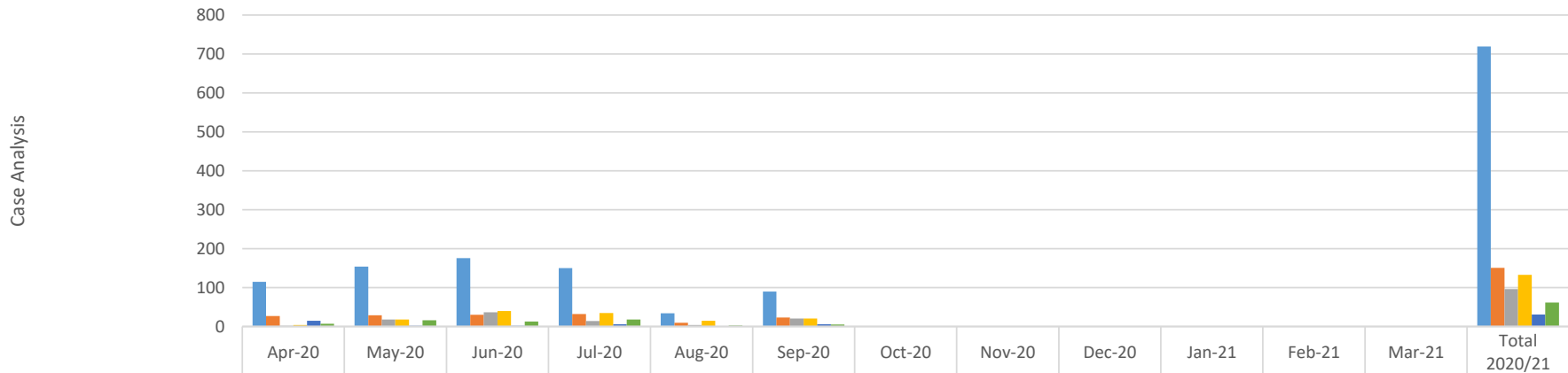


Permanent surveillance
using Fixed Security
Cameras



CASE ANALYSIS YEAR TO DATE (YTD) APRIL 2020 TO SEPTEMBER 2020

National Case Analysis
2020/21 Financial Year

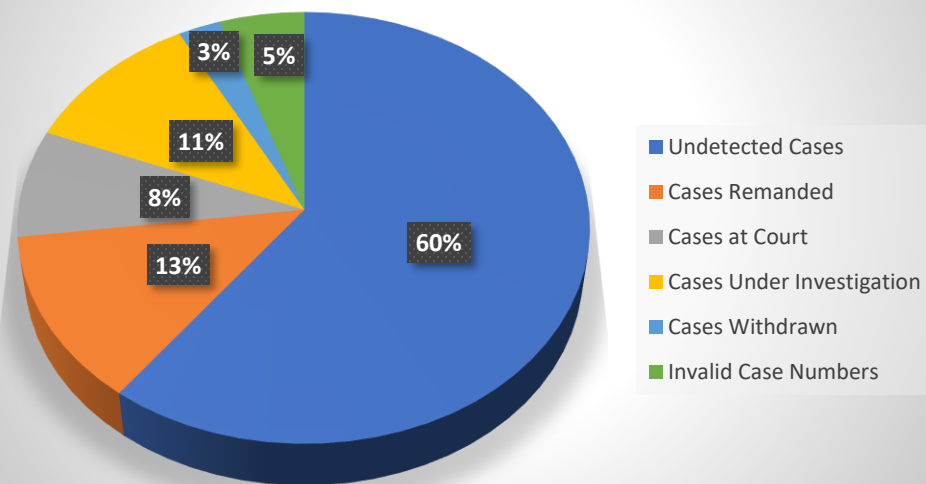


Case Analysis	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Total 2020/21
Undetected Cases	115	154	176	150	34	90						719	
Cases Remanded	27	29	30	32	10	23						151	
Cases at Court	2	18	37	14	4	21						96	
Cases Under Investigation	4	18	40	35	15	21						133	
Cases Withdrawn	15	2	2	6	0	6						31	
Invalid Case Numbers	7	16	13	18	3	5						62	



CASE ANALYSIS YEAR TO DATE (YTD) APRIL 2020 TO SEPTEMBER 2020 PIE CHART

YTD 2020/21
April 2020 - September 2020



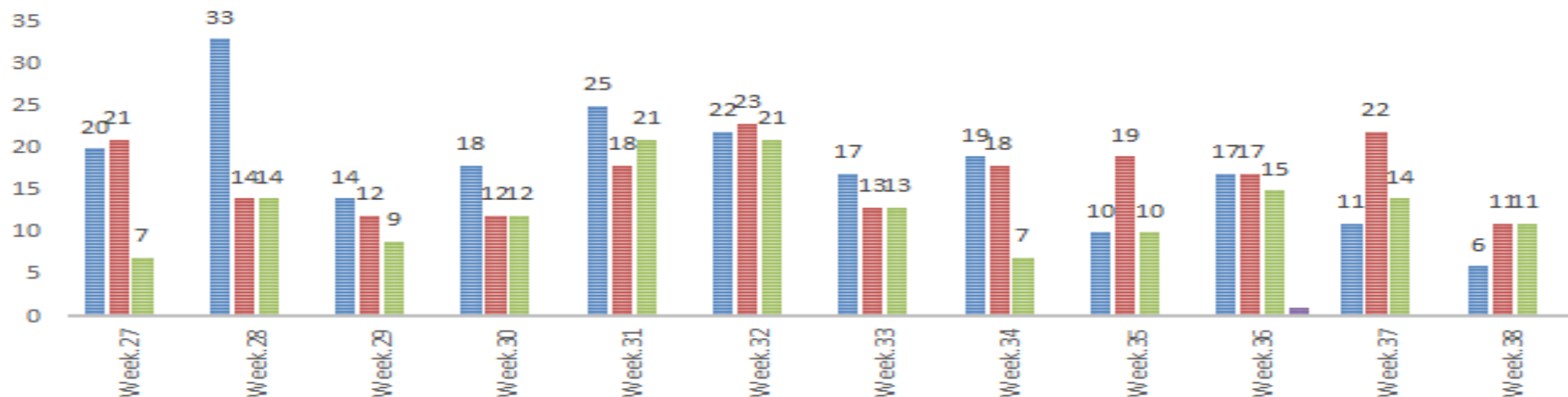
NATIONAL CASE BREAKDOWN	YTD 2020/21
Undetected Cases	719
Cases Remanded	151
Cases at Court	96
Cases Under Investigation	133
Cases Withdrawn	31
Invalid Case Numbers	62



SAFETY AND SECURITY INCIDENTS

SAFETY & SECURITY INCIDENTS

■ Gauteng ■ Western Cape ■ Kwazulu-Natal ■ Eastern Cape



	Week 27	Week 28	Week 29	Week 30	Week 31	Week 32	Week 33	Week 34	Week 35	Week 36	Week 37	Week 38
Gauteng	20	33	14	18	25	22	17	19	10	17	11	6
Western Cape	21	14	12	12	18	23	13	18	19	17	22	11
Kwazulu-Natal	7	14	9	12	21	21	13	7	10	15	14	11
Eastern Cape										1		
MLPS												1

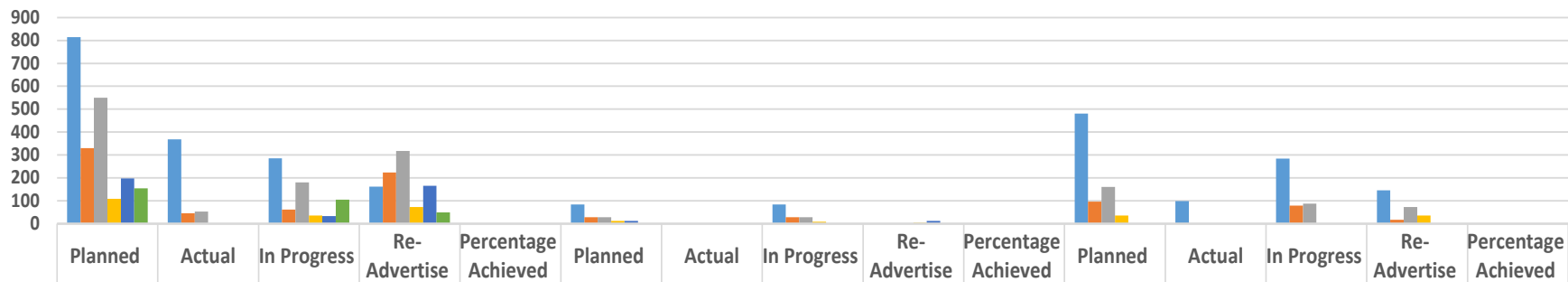


CRIMINAL CASES REPORTED TO SAPS
Theft & MDTP

Month	Total criminal cases with SAPS CAS number
November 2019	465
December 2019	406
January 2020	375
February 2020	356
March 2020	368
April 2020	175
May 2020	255
June 2020	320
July 2020	274
August 2020	81

PROGRESS ON RECRUITMENT AND SELECTION

INSOURCING UPDATE



REGIONS	PHYSICAL SECURITY					MONITORING CONTROL ROOM OPERATORS					ARMED RESPONSE				
	Planned	Actual	In Progress	Re-Advertise	Percentage Achieved	Planned	Actual	In Progress	Re-Advertise	Percentage Achieved	Planned	Actual	In Progress	Re-Advertise	Percentage Achieved
■ Gauteng	814	368	285	161	47%	84	0	84	0	0%	480	98	284	146	20%
■ KwaZulu-Natal	330	45	61	224	13%	28	0	28	0	0%	96	0	79	17	0%
■ Western Cape	550	53	180	317	9%	28	0	28	0	0%	160	0	87	73	0%
■ Eastern Cape	108	0	35	73	0%	12	0	8	4	0%	36	0	0	36	0%
■ Mainline Passenger Services	198	0	33	165	0%	12	0	0	12	0%	0	0	0	0	0%
■ PRASA CRES	154	0	105	49	0%	0	0	0	0	0%	0	0	0	0	0%



- Illumination
- Cleaning of the yards
- Reactivation of CCTVs
- Tree Felling and vegetation clearing
- Demolition of dilapidated structures
- Coordinated programme to evict vagrants and illegal occupants
- Servicing of Shutters
- Fixing/Repair of the Fences
- Urgent disposal of Scrap
- Beefing up of Security Personnel



INFRASTRUCTURE



- With regards to rail infrastructure and trains, PRASA has technical teams who maintain the infrastructure on regular basis.
- Depending on the type of incident, an affected discipline (electrical, perway, signalling & telecoms and rolling stock) is informed together with security and the discipline control office issues a reference number to activate technical personnel to go out on site. On site, the team will assess the damages and it is during the assessment that all damaged equipment is quantified and also verified with security.



- If the scope of damage is major such that it can't be repaired immediately due to the nature of resources required (On Track Machinery and Material), a decision is then taken to either close the line for a longer period or do temporary repairs whilst sourcing the required resources which will then allow limited trains to run at an applicable speed restriction. If the scope of damage is minor, then the aim is to restore the equipment within 24hrs.
- Furthermore, the regional teams periodically conduct visual inspection of the state of the infrastructure and trains, any vandalism/damage observed is noted, quantified and reported to security department.



1. Prasa Cres teams completed condition assessments on the 09 October 2020 with two objectives in mind:-

- **That they provide the current conditions of the stations**
- **Provide feedback on the station's readiness in response to the dates at which Prasa Rail is planning to resume their Passenger Rail Services.**
- **The teams have started repairs and maintenance where security services are in place.**
- **When vandalism has been prevalent, Prasa Cres is going out on tender to appoint valuers with quantity surveying qualifications for Prasa to get the replacement value; as well as the extent that these stations have been devalued.**
- **A parallel tender process has been put in place to appoint panels that will start re-construction from January 2021.**

2. The repair /construction work will only start after the Asset Protection is in place, in all instances.

3. Community engagement is key, as a result of the challenges presented by Government Service Delivery



CORRIDOR RECOVERY PLAN



- The programme has been reviewed in light of the lockdown, walling programme, and increased theft and vandalism. The revised dates are provided in the table below.

Corridor	Interim (Bus) Service	Phase 1: Limited Service	Phase 2:
Central Line (Initial)	August 2020	September/October 2020	April 2021
Central Line (Revised)	November 2020	February/March 2021	August 2021
Mabopane (Initial)	August 2020	September/October 2020	April 2021
Mabopane (Revised)	November 2020	April 2021	August 2021



- It should however be noted that the above programme / timeframes will continue to be reviewed, as the impact of the COVID-19 Lockdown on the procurement and construction programme is not fully known at this stage. Weekly progress reports are prepared in this regard.
- Teams have utilized the lockdown period to improve and finalise specification for the various infrastructure packages (electrical).
- Procurement schedule for the corridor programmes have also been developed.
- Specific SCM Committees (Specification and Evaluation) are being established to ensure the fast-tracking of specifications and tender evaluations. Advertising of projects under Level 4 lockdown being considered through deviations where applicable.



- Stakeholder plan being developed to ensure effective communication and involvement of key stakeholders in the programme.
- With regards to the Interim (Bus) service, consideration is being given to the repair and utilisation of some of the Autopax bus fleet.
- The Central Line has been severely impacted by illegal settlements in the rail reserve in Langa, Philippi and Nonkqubela on Khayelitsha. The Minister of Transport is leading a process that is comprised of the National Department of Public Works, the Western Cape Provincial Departments of Human Settlement and Transport and the City of Cape Town. The intention is to find a solution through joints efforts to find alternative accommodation for these illegal settlers.



- Integrated ticketing systems
- Rollout plan for the Gibela Trains
- Finalization of the nerve centers
- Modernization of stations and the railway system
- Re-signaling and rehabilitation of the rail reserve
- OHTE rehabilitation
- Substation restoration
- Communication platforms for customer service
- MLPS Business model
- Quality Management Systems implementation



- Authorizations causing train delays due to signaling problems
- Breakdown of motor coaches due to SCM bottlenecks
- Availability of stations that are vandalized in working corridors.
- Finalizing of long-term contracts for rolling stock and infrastructure projects



■ CAPEX Funding :

- Infrastructure
- Train Sets (Critical Components)
- Locomotives
- Stations (CRES)
- Vehicles
- Tools/Equipment

■ Operational Staff Funding :

- Security
- Technical Staff (Infrastructure, Rolling Stock)
- Train Operations
- Customer Services

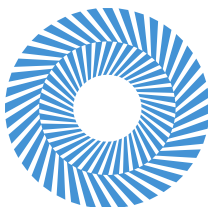


PRASA terminated all services during the Lockdown period Level 5 and Level 4 in line with Regulations

Implementation of Key Projects

- Overall negative impact on planned project timelines and capital intervention programmes
- Priority corridors i.e. Central Line in Cape Town and Mabopane Corridor in Tshwane, negatively impacted
- No Bids advertised during the lock down period as directed by the National Treasury
- Closed Bids not evaluated, bid validities to be extended where required
- No construction activity (only essential / emergency works) during initial lockdown and limited work under Level 4, Active projects to be extended
- Planned critical maintenance work severely affected due to the continued shortage of required commodities, key suppliers / service providers to PRASA were closed during this period





prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

THANK YOU

