



Press Kit

GAUTRAIN RAIL LINK

Pretoria - Johannesburg - International Airport (South Africa)

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Two French companies hand over a key infrastructure ahead of the FIFA World Cup in South Africa.

Bouygues Travaux Publics (a subsidiary of Bouygues Construction), as a member of the Bombela consortium ⁽¹⁾, has handed over the first section of the Gautrain rail link, a few days ahead of the start of the Football World Cup. Ratp Dev (a subsidiary of RATP) will now begin operating and maintaining this section, for a period of 15 years.

The know-how of two major French companies is set to make a big contribution to the smooth organisation of this global event.

The first section of the Gautrain, which is the most modern train on the African continent as well as the fastest (with a top speed of 160 kph), will provide transport for thousands of spectators attending World Cup matches. They will be able to travel from O.R. Tambo International Airport near Johannesburg to the city's business centre in less than a quarter of an hour (a journey that takes between 1 and 2 hours by car, depending on the traffic).

In 2011, the Gautrain (a contraction of *Gauteng*, the province it crosses, and *train*) will provide a total of 80 km of railway lines. It will link Pretoria, South Africa's administrative capital, and Johannesburg, the country's most heavily populated city, and will help decongest the busiest highway in South Africa and encourage economic development in the region.

When completed, the infrastructure, which is of vital importance for the country, will have taken approximately five years to build and entailed the largest construction project ever seen in Africa, for a total budget of €2.5 billion. The state-of-the-art rail link will be taken every day by some 160,000 passengers.

In the framework of a concession, the Bombela consortium was awarded the contract to design, finance (up to 20%, the remaining 80% of funding being public) and construct the Gautrain rail network, and operate and maintain it for 15 years. Bombela subsequently assigned the contract for operating and maintaining the network to Ratp Dev.

⁽¹⁾ *Bombela is an international consortium consisting of Bombardier Transportation, Bouygues Travaux Publics (a subsidiary of Bouygues Construction), Murray & Roberts and the Strategic Partners Group.*

2/ General presentation of the project

Key dates

January 2002

The South African Prime Minister announces the launch of the Gautrain project.

May 2002

Launch of prequalification process

September 2003

First bids submitted by competitors

July 2005

The Bombela consortium is chosen as the preferred bidder

September 2006

Concession contract signed between the Province and Bombela

January 2007

Financial closing

June 2010

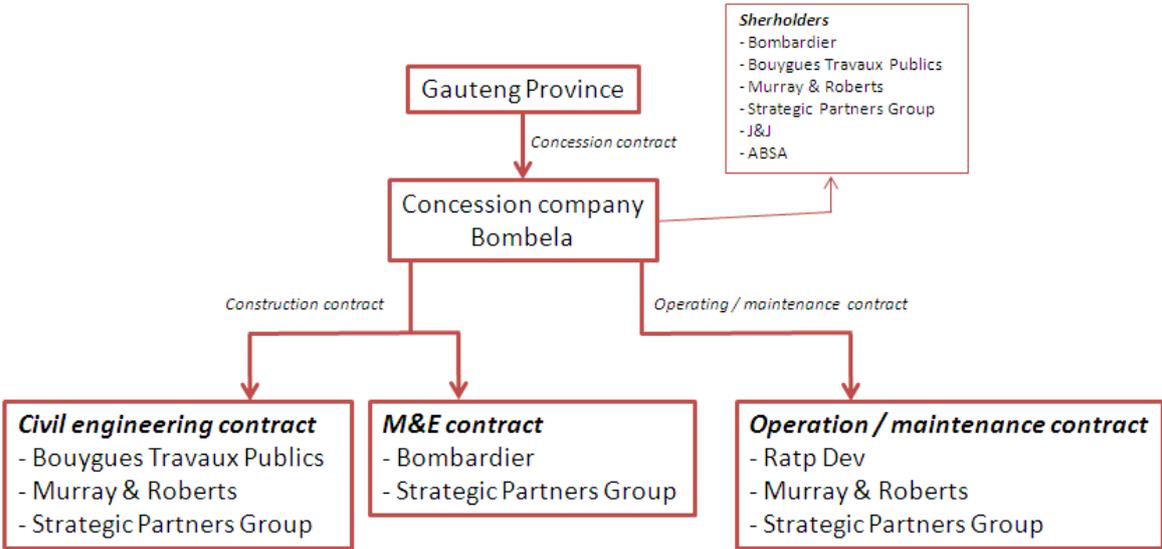
Phase 1 (Sandton - Airport) brought into service

Mid-2011

Phase 2 (all the remainder) brought into service

Participants

Contract flow diagram



Bouygues Travaux Publics

With 6,700 employees and sales in 2009 of €1,171 million, Bouygues Travaux Publics is the Bouygues Construction subsidiary specialised in complex major projects: tunnels, bridges, public transport infrastructures, port infrastructures, high-speed rail lines, etc.

Ratp Dev

Ratp Dev employs 2,500 people and is forecasting sales of €283 million in 2010. Ratp Dev operates and maintains all modes of public transport (buses, metros, tramways and rail systems) worldwide. Ratp Dev is active in 12 countries in Europe, America, Asia and Africa, and in more than 30 towns, cities and departments in France.

Bombardier Transportation

With a workforce of 62,900, Bombardier Transportation posted USD 19.4 billion of sales in 2009. The group is one of the world’s leading constructors of aeroplanes and trains.

Murray & Roberts

Murray & Roberts is a South African leader in constructing major industrial projects.

Strategic Partners Group

An organisation dedicated to protecting the interests of Black communities in South Africa in the context of Black Economic Empowerment (BEE).

Route



Key features of the construction site

Constructed by the Bombela consortium, the Gautrain is equivalent to 45 separate jobsites being carried out simultaneously, of which 15 are of exceptional size. Bouygues Travaux Publics, a specialist in vast and complex projects, has mobilised immense human and technical resources.

Totalling roughly 80 km of railway lines, the project comprises 15 km of tunnels, 11 km of viaducts and 10 stations (of which three are underground and three elevated on viaducts). The project also incorporates a maintenance depot for trains (24 four-carriage “Electrostar”-type trains), a maintenance depot for 125 buses, an operations centre and 9,000 parking spaces around the stations to encourage use of the new rail link.

All construction work has been designed to protect the environment, including the transplanting of trees, reduction of noise and dust, etc. On all tunnel sites, wastewater has been processed, excavated rock has been reused as aggregates for concrete and in road construction, and noise barriers have been erected.

The 15 km of tunnels were constructed with two main techniques, either boring or explosives, depending on the geology. In all, underground drilling was carried out at roughly ten sites, notably at Marlboro (2.2 km), Mushroom (2.2 km), Sandton (1 km), E5 (2 km), Rosebank (3 km) and Park Station (1.5 km).

Three techniques have been employed for the 11 km of viaducts: pre-stressed beam viaducts, pre-cast voussoir viaducts (using 3,200 50-tonne pre-cast voussoirs) and viaducts built with corbelling.

Out of the €2.5 billion total value of the project, the civil engineering works amount to €1.3 billion (which includes €600 million for Bouygues Travaux Publics). These works have been carried out in partnership with Murray & Roberts and the Strategic Partners Group, two South African companies.

The construction site has required a workforce of more than 12,000 people. In the context of the economic development of Gauteng Province, virtually all manpower has been hired locally. Through this operation and its Socio-Economic Development (SED) targets, the Bombela consortium is taking part in Black Economic Empowerment, a massive programme seeking to transfer skills to small and medium-size enterprises and to local Black communities.

The rolling stock and electromechanical systems specific to the train are supplied by Bombardier Transportation. Operation and maintenance of the network have been assigned for a 15-year period to Ratp Dev, which is associated with South African partners in a company of which it is the leading shareholder.

Key features of operation and maintenance

For a period of 15 years, Ratp Dev, a subsidiary of the RATP Group, will run the Bombela Operating Company, in partnership with the South African companies Murray & Roberts and SPG. It will thus be responsible for operating and maintaining the whole Gautrain network.

When the network is complete, it will consist of 80 kilometres of rail track as well as a bus network that will transport passengers in a 10-kilometre radius around the stations. Six bus lines will come into service to support the first section of the railway. When the entire network is operational, it will be supported by 36 bus lines.

Park-and-ride car parks have been built in the neighbourhood of the stations, with a total capacity of 9,000 parking spaces, enabling passengers to leave their cars parked. Intermodality is one of the key success factors of the project.

The service will run between 5.30 am and 8.30 pm, with one train every 12 minutes at rush hour, and one train every 20 minutes off-peak. Trains will operate every half-hour at weekends and on public holidays.

An integrated pricing system will ultimately be introduced, employing smart travel cards that use a radio transmission system.

Ratp Dev's is contributing its experience as a multimodal transport operator to Bombela, along with its capability for training operational personnel. The quality of structures introduced to ensure the transmission of know-how to local teams has proved to be a vital factor in the success of the project.

Because it was necessary to provide training for drivers in a short space of time before the rolling stock and the track were available for use, Ratp Dev designed a driving simulator and brought it into service. Teams from Paris prepared the operational procedures and training modules, and carried out the training of local personnel.

When the whole service is running, Bombela Operating Company will employ 400 people. Including direct subcontractors, approximately 2,000 people will be working on the Gautrain.

The principal strength of the RATP Group lies in its capacity to adapt to specific aspects of the local context, thanks to its subsidiary Ratp Dev, which provides it with flexibility, proximity and reactivity. The Gautrain will benefit from all the capacities of the RATP Group with respect to innovation, passenger services, service quality and engineering.

The Gautrain is expected to be worth roughly €900 million of total sales for Ratp Dev over the entire 15-year period.

3/ The role of the project in the local economy

The highway between Johannesburg and Pretoria is used by around 180,000 vehicles per day, making it the busiest road in South Africa. It is totally saturated: the journey from one city to the other currently takes between 2 and 2½ hours at rush hour. It was urgently necessary to create a rail link between the two cities, with the aim of a journey time of 40 minutes between Johannesburg and Pretoria, and 15 minutes between Sandton and the airport.

The arrival of the Gautrain will make it possible to provide a fast alternative public transport link between the two major cities. Johannesburg is the capital of Gauteng, South Africa's most prosperous province, and it is the country's most heavily populated city, with approximately 4 million residents. Pretoria is the country's administrative capital; the city and its suburbs have roughly 2 million inhabitants.

The Gautrain will also contribute to the economic development of this thriving region, which contains a number of business districts, such as Sandton.

The project has seen the creation of more than 12,000 direct and indirect jobs, providing a considerable boost to the local employment market.