



# Passenger Modal Shift: From Road to Rail

## The Gautrain NAMA Case

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Bridging the gap

Pathways for Transport in the Post 2012 Process



Partnership on Sustainable  
Low Carbon Transport

# S.A TRANSPORT NAMA: BACKGROUND

- Partnership with the South African Department of Transport and the Department of Environmental Affairs,
- Supported by the GIZ project: “Towards Climate-Friendly Transport Technologies and Measures (TRANSfer)”, on behalf of the BMU (project funder),
- Gautrain was chosen as the most ready-to-go NAMA at a workshop held in SA with transport stakeholders based on a number of considerations.



# OBJECTIVES OF S.A TRANSPORT NAMA

- CC mitigation in line with S.A's response to climate change. Under the 2011 White Paper on National Climate Change Response, the Dept. of Transport has a mitigation "Flagship Programme" assigned,
- Transport Flagship entails numerous measures to enable mitigation actions (basket of measures), passenger modal shift being one,
- Gautrain fits aptly within this framework, and represents emission shift from cars to rail transit.



# OBJECTIVES (CONTD)

- “Unilateral” NAMA with objective of having it recognised as such, and is further intended to complement other national mitigation actions,
- Complement other public transit modal shift initiatives, such as BRTs,
- Capitalise on co-benefits, e.g. air quality,
- Learning experience for a possible extension of the Gautrain and for further NAMAs.



# GAUTRAIN IN CONTEXT

- A modern rapid rail system linking cities of Johannesburg and Pretoria, as well OR Tambo International Airport.
- Trains cover the 57 km between Jo'burg and Pretoria in < 45 minutes and at speeds of 160 km/h or higher.
- Minimum frequency between Jo'burg and Pretoria is five trains per hour per direction, and more trains will be put into operation as the number of passengers increases.



# OBJECTIVE AND SCOPE OF THE STUDY

- The objective of the study is to have an MRV approach for the Gautrain with methodology and a corresponding implementation process.
- The process will address the following Qs: what and how to measure, what and how to report and verify, who should measure, report and verify and when).
- In addition, study will cover data collection and assessment, as well as the ff: (contd slide 4)



# OBJECTIVE AND SCOPE (CONTD)

- Calculation/estimation of current greenhouse gas mitigation effects and projections of mid- and long-term effects, in comparison with a baseline scenario that will be developed, and
- An estimation of co-benefits resulting from the Gautrain.
- The MRV approach will take into account the Gautrain (including its feeder buses) and directly related traffic with mutual implications (motorized traffic along the Gautrain corridor)



# CONCLUSIONS

- There are numerous benefits to be derived from being NAMAs “early mover”:
  - ✓ Tap on available technical expertise and potential funding for project preparation,
  - ✓ Technical assistance for project registration with the UNFCCC,
  - ✓ In addition to GHG mitigation, there are co-benefits to be realised (social, economic and environmental).







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# Time to Shift

