

SUPPORTING AFFIDAVIT

I, the undersigned,

SHARON CUPIDO

do hereby affirm and state,

1. I am a 68 year-old woman. I live at 249 12th Ave, Kensington, Cape Town. I am recently retired.
2. The trains are a mess. I do not use trains regularly anymore, now that I am retired and have more choice over the form of transport that I take. I now choose to take busses and taxis, although they are much more expensive. I used trains for 15 years to get to work in Cape Town city centre. It was my main form of transport.
3. My experience over the last ten of those years was that the trains were terribly unreliable. Sometimes the trains stopped in the middle of nowhere, without warning, and we passengers had to get off the train and walk. This was incredibly dangerous – we could fall and hurt ourselves or get harassed and robbed by 'skollies'. Sometimes it took up to three hours to get into town. Normally, it should take 15 minutes.



4. Taxi is now R13 to go to town. Trains used to cost around R7 per trip, just over half as affordable as a taxi. Added onto the price of electricity, food, and other necessities that keep on rising, the cost of taxis places an extra burden on already stretched budgets. My heart goes out to those that are less fortunate than I am.

5. Taxis are unregulated, which also makes them unreliable. Some are dangerous to use. Sometimes they do not run for hours, especially in off-peak times. The recent taxi strike, which was called without warning or any contingency plans in-place, affected people deeply. Many were stranded. I saw mothers, children, and elderly people walking from Cape Town. I heard from friends that they walked more than 20km, ending their journeys in the dark.

6. I stopped taking trains because of their unreliability. I got tired of standing on the platform in the early morning and then hearing that the train is delayed and delayed and delayed. No information is given as to why there is a delay. The Metrorail officials can't tell you when the train will even come. Eventually it arrives, sometimes more than an hour after it is supposed to. This happens often.

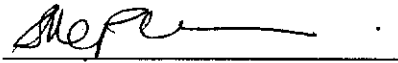
7. Sometimes the train would be cancelled and Metrorail would announce that we would have to make alternative arrangements. I am lucky that I could take a taxi into town. But my friends and fellow commuters who would travel from further distances, like Paarl, were stuck. They could not make their way to the



- city. There are no alternative arrangements that they could take without breaking the bank. They had budgeted for the lower cost of the train and could not fork out the money to take alternative transport.
8. Luckily, my shorter route was not as dangerous as others. But the Bellville line, further on, is very dangerous. My friends and fellow commuters who would travel further distances would tell me horror stories about theft and harassment on the trains and on the stations.
 9. Corruption and mismanagement in government is theft from the people of this country. At PRASA, it seems that people are not employed in the right positions for their qualifications. Nepotism is rife. I joke that I never knew there could be so many noughts in a number until I saw the amounts that are stolen through corruption in this country, including at PRASA. But the reality is that I am deeply saddened and angered by this.
 10. Rich people in government and the public sector in their ivory tower big mansions in Constantia have forgotten about their brothers and sisters in Mitchell's Plein and Khayelitsha. They shame themselves. This is not what people went to Robben Island for. Our struggle heroes are turning in their graves. There is no example for our young people.
 11. We need to get rid of all of corrupt people in government and the public sector. I pray to God every day that the Lord raises up good leaders with integrity.


A handwritten signature in black ink, consisting of stylized, cursive letters that appear to be 'S' and 'B' followed by a horizontal line.

12. I believe that PRASA and Metrorail would benefit from more oversight and better qualified people being placed in positions of power and decision-making.



SHARON CUPIDO

THUS AFFIRMED AND SIGNED BEFORE ME AT Cape Town ON THIS, 29th DAY OF SEPTEMBER 2023, THE DEPONENT HAVING ACKNOWLEDGED THAT SHE UNDERSTANDS THE CONTENTS OF THIS AFFIDAVIT, AND THAT THE CONTENTS THEREOF ARE TRUE, THAT SHE CONSIDERS THIS AFFIRMATION TO BE BINDING ON HER CONSCIENCE.



ANJA CREMER
COMMISSIONER OF OATHS
PRACTISING ATTORNEY
5TH FLOOR, 42 BURG STREET, CAPE TOWN
TEL: 021 422 5270

SUPPORTING AFFIDAVIT

I, the undersigned,

SHEILA ARENDSE

do hereby affirm and state,

1. I'm a 55-year-old woman living at 24 Block St, Kenwyn, Cape Town. I work as an administrator in an accountancy firm.

2. I stopped taking the train in May 2023 because my work moved offices from the city centre to Claremont. So I can now take the bus. I am so happy to no longer have to deal with the drama of the trains. I didn't have a choice to take the train, before, because of the route I would take to work in town.

3. Even though my new trip to work is much shorter, I now pay more for transport. My monthly bus ticket is R550, whereas I used to pay R150 for a monthly train ticket from Lansdowne to town.

4. I have been taking the trains for 28 years. They used to run like clockwork. I remember taking the train to school when my family lived in Woodstock and we had to travel to retreat. I can't even remember the train being late. The train was always on time. Every 10 minutes, there was a train. The trains used



to be safe and well-organised. I started noticing the train service going downhill in 2008. It got better for the FIFA World Cup in 2010. But then it got worse again.

5. Why did PRASA improve the trains for the tourists but allow the destruction of trains for the citizens of Cape Town?
6. When I was taking the train, there was a recent improvement in security. But they were still very unreliable and infrequent, even with the new blue trains.
7. It took a long time for security to improve. I have been at risk many times when waiting for trains for hours in the early morning or late at night. In 2019, I was mugged on the train by four men with knives between Cape Town Station and Woodstock station. They blocked off the doors and threatened all the passengers, including me. They grabbed passengers' belongings. They stole my cellphone. It was a scary, harrowing experience and left me deeply scarred.
8. People still feel helpless. We are at the mercy of Metrorail and PRASA.
9. The train timetable is a serious problem. They only come every hour or so. So if you miss one train or if it is cancelled, you have to wait an hour or more. Sometimes we had to wait three hours for a train. When we are late, everyone is anxious. Our bosses don't understand because they take personal cars to work. They are not interested in our plight. They say we must just take earlier



trains but that is not an option for many who have family responsibilities. Also, earlier trains are cancelled the same as later trains. We cannot rely on a working train service.

10. The subways are also an issue. They are continually flooded and dirty with excrement from people using it as a toilet. School children, elderly people, everyone often have to cross over the tracks because the subways are either inaccessible or too dirty.

11. Metrorail is the backbone of South African public transport. It is the cheapest mode of transport. With the increase in prices of petrol, food, electricity, people need access to affordable public transport. When trains are cancelled many people don't have another option. There are days when schoolchildren and the elderly walk their commutes along the railway lines because they don't have money for taxis or busses.

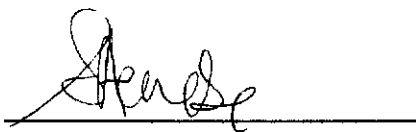
12. Sometimes the train stops in the middle of nowhere for hours. We wait and wait until it gets dark. Sometimes we have to decide to get out of the train, jumping down onto the track, which is very high and very dangerous. We walk in the pitch dark. And we just had to accept it. That is Metrorail and PRASA.

13. They must stop stealing and stop being so corrupt. They must put the funds where it is needed. PRASA needs to stop the corruption. They need to stop hiring family members and friends and cronies. If they are caught mismanaging funds, they need suspend people without pay. They must take

away their pensions and lose their benefits. There are people that are honest and want to do their jobs. But too many are corrupt. They are greedy. As long as they can eat, they are not worried about the people.

14. We need more oversight. There needs to be stability in management. When there is a change in management, it doesn't work.

15. Cape Town is the best-run City in South Africa. The City must take more of a hand in the management of trains. But PRASA and the African National Congress don't want this. They don't want the City to flourish because it doesn't suit them politically. If the City took over Metrorail, I think it would be so much better. They manage the MyCiti busses so well. The busses are clean, safe, reliable, regular and there is Wifi on the bus. I'm sure they could take Metrorail back to the glory that it was.



SHEILA ARENDSE

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ANJA CREMER
COMMISSIONER OF OATHS
PRACTISING ATTORNEY
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FOUNDING AFFIDAVIT

I, the undersigned,

SIHLE MVANDABA

(ID NUMBER: 9509300617082)

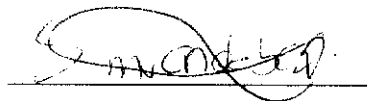
do hereby affirm and state,

1. I am a 28-year-old female. I reside at 24 Viva Street, 113 Topco Flats, Old Crossroads, Cape Town.
2. The last time I used a train was in 2019. I have been using trains for a period of 3 years since 2017, primarily for commuting to and from work.
3. I am employed as a chef at Premier Hotel in Sea Point. I have two dependants.
4. The service provided by the trains was extremely poor. The trains were frequently delayed, and stopped at random places along the track, leaving passengers stranded in dangerous areas with no proper security. The doors were open, windows were broken, and the overall safety of passengers was compromised. These conditions instilled fear and jeopardized the daily lives of commuters.
5. I stopped taking trains due to the closure of the Central Line, which left me with no alternative but to resort to more expensive means of transportation.



6. Using taxis, I incur a monthly transportation expense of approximately R1500.00. Previously, I only had to spend R500 per day on train fare, allowing me to save money. However, now I am compelled to borrow money each month to cover my transportation costs.
7. To improve their service, I would like PRASA to ensure the presence of an adequate number of police officers patrolling train stations. Additionally, the disparity between the trains operating on the southern line and those in Philippi needs to be addressed and rectified.
8. In my opinion, PRASA has not done enough to improve their service. From what I have observed at Philippi, it seems that there is no clear plan in place, and the process is being unnecessarily delayed.
9. I view corruption and maladministration as the main cause of the Central Line closure. However, the management at PRASA attempts to shift the blame onto the community.

Signed:



Sihle Mvandaba

(ID Number: 9509300617082)

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Cremer

COMMISSIONER OF OATHS

Full names:

Address:

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Capacity:



~~FOUNDING~~ AFFIDAVIT

I, the undersigned,

XOLILIE ZAZAZA

(ID NUMBER: 7610016087081)

do hereby affirm and state,

1. I am a 46 year old male. I live at 24 Viva Street, 1364 Topco, Old Crossroads, Cape Town.
2. The last time I used a train was towards the end of 2019. I used trains for a period of 3 years before that. I used trains primarily to travel from my home to work.
3. I work at Emcon in Landsdowne as a general worker.
4. I have three dependants and am the sole breadwinner of my family.
5. The service provided by the trains was poor. Despite arriving early at the station each morning in hopes of catching the first train, I ended up being late



for work. The trains were often overcrowded, with people pushing each other, and incidents of mugging were common.

6. I stopped taking trains due to my physical injury, which made it difficult for me to walk to the train station, wait in long queues, and stand throughout the journey. Given my condition, I had no choice but to switch to taxis.
7. To improve their service, I would like PRASA to renovate the rail at Philippi to accommodate commuters and increase the number of carriages on the new trains.
8. In my opinion, PRASA has not done enough to improve their service, particularly when considering the conditions at Philippi and Khayelitsha stations.
9. Apart from trains, I currently rely on taxis for transportation.
10. I pay R50 on a daily basis for my transportation expenses. I used to pay R20 per day when I used trains.
11. The lack of trains or reliable train service has had a significant impact on me. Traveling by train was much cheaper compared to taxis and, as a result of the train situation, I have had to spend more money on transport and make adjustments to my budget.



12. I hold the belief that corruption within PRASA is the responsibility of its management. They attempt to divert attention from their own actions by focusing on vandalism and theft. Additionally, I have witnessed PRASA workers accepting bribes from passengers and displaying a lack of concern for passenger safety.

13. To prevent corruption, I suggest that individuals with information about any illegal activities at PRASA should report it. Furthermore, a thorough investigation should be conducted to hold all involved parties accountable, including the board members.

Signed:



XOLILIE ZAZAZA

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Anja Cremer

COMMISSIONER OF OATHS

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