

#UniteBehind the call to #FixOurTrains


We want safe, affordable,
accessible and reliable trains!

#UNITE BEHIND

FOR A JUST AND EQUAL SOUTH AFRICA

Do you want to join the campaign to #FixOurTrains? United and organised people can change the society they live in, starting with a train service that is safe and reliable.

Join or start an action committee for your station or neighbourhood. Connect with other commuters in your area to help us build a network of activists across the city to struggle for a safe, affordable, reliable, accessible and quality train service

Connect with us on Facebook 
email us at info@unitebehind.org.za or call
or Whatsapp us on the following numbers:

Zukie 081 369 3753 (Xhosa/English)
June 076 584 9917 (Afrikaans/English)
Bruce 082 452 3783 (English)

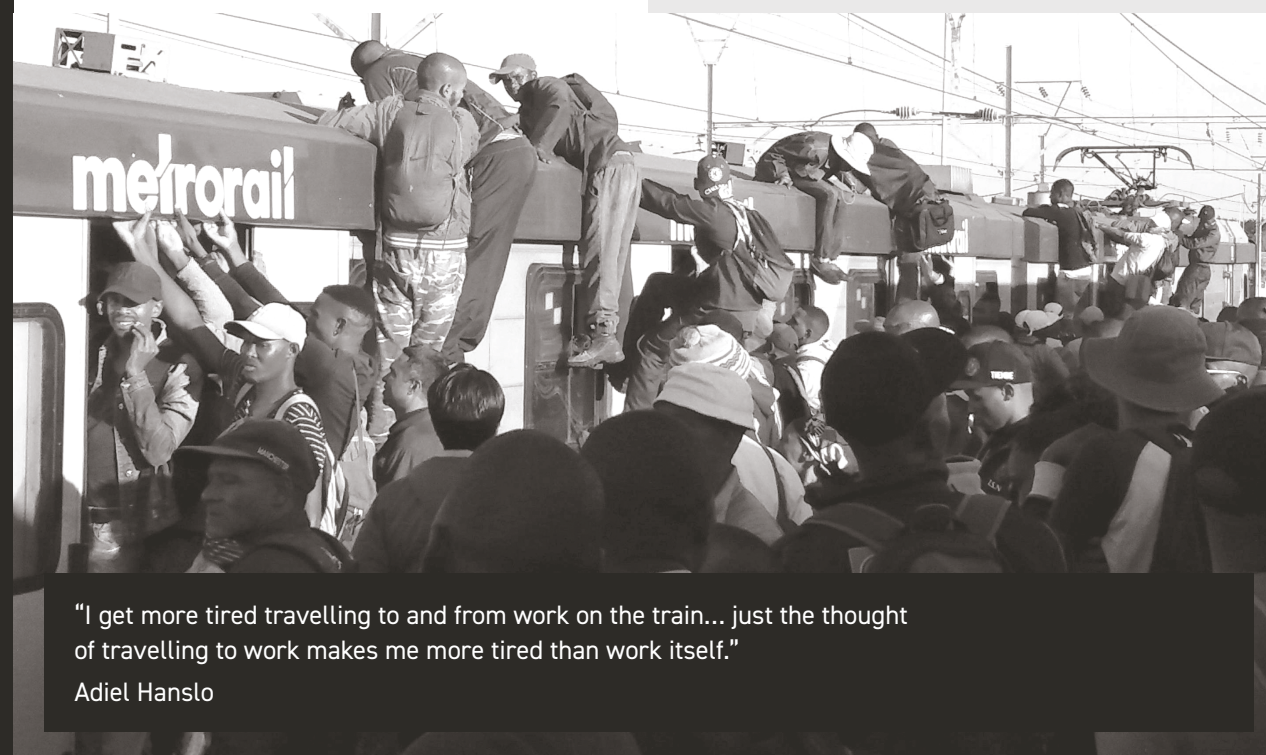
The current affiliates of #UniteBehind are:
Alternative Information and Development Centre, Centre for Environmental Rights, District 6 Working Committee, Equal Education, Environmental Monitoring Group, Financial Sector Campaign Coalition, Ndifuna Ukwazi, People's Health Movement, PHA Food & Farming Campaign, Right 2 Know, South Africa Faith Communities' Environment Institute, SA First Forum, Save SA, Section 27, the Social Justice Coalition, Sonke Gender Justice, the Treatment Action Campaign, Trust for Community Outreach and Education, the Wellington Applicants Against the Incinerator, the Women and Democracy Initiative, and the Women's Legal Centre.

Delays and Cancellations

The Metrorail crisis is so deep that around **43%** of former passengers (~248 500) have stopped using the trains over the past four years. Now taxi ranks and bus stations are overburdened leading to long queues whilst traffic gets even worse. It's easy to see why people have stopped using the trains. Most are not on time and that's if they arrive at the station at all. Over **73%** of trains are late and that figure increases depending on your line.

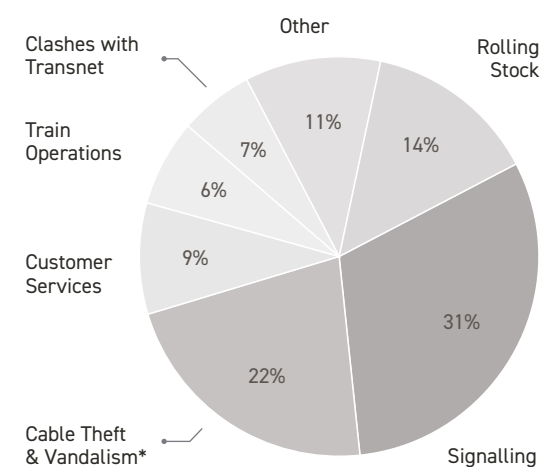
Around **7%** of all trains are cancelled and that sometimes goes up to **43%** on the Central Line. Passengers are missing work and losing their pay and leave. Sometimes people even lose their jobs. If passengers do make it to work on time, they will probably get home late, leaving them with less time for their families, let alone for themselves.

**43% of former passengers
(~248 500 people) have
stopped using the trains
over the past four years.**



"I get more tired travelling to and from work on the train... just the thought of travelling to work makes me more tired than work itself."
Adiel Hanslo

Contributions to Delays



While only 14% of delays are attributed to rolling stock (engines and carriages), they cause 68% of cancellations.

** Largely Cable Theft*

Such a lifestyle is prone to anxiety, stress and depression. The desperation of getting on a train has led to people running across the tracks, hanging out of the doors and windows, between carriages or riding on the roof. Tragically, people have already lost their lives to this. Despite all this, hundreds of thousands of the journeys made by people, mainly workers and learners, is still by rail.

Fixing Metrorail is non-negotiable!

Safety and Security

The trains are not safe for anyone. Besides being crammed into carriages, passengers are constantly being robbed, attacked and feel scared. Women and girls are particularly vulnerable, especially when they travel home late at night because of delays. Railway lines need fences in the dangerous areas, the trains and stations need trained security guards and police need to investigate the criminal gangs stealing the copper and cables. We know that Metrorail's security manager in the Western Cape asked for help from PRASA. Some of the numerous issues he mentioned are that:

- About 1000 of the security staff in the Western Cape have criminal records, mostly the Military Veterans.
- Trains have been set alight where security guards are deployed.
- There are no Police visits to stations or depots and they sit in first class carriages instead of patrolling trains.
- Trains have become "easy targets to criminals."
- Criminals regularly commit crimes in the presence of commuters.
- Key areas of the rail network are not fenced.
- It's "virtually impossible" to patrol rail network due to poor lighting.
- **The Western Cape region has no radios.**
- Not all security staff have bullet proof vests or firearms and have not completed proper training.
- Many staff members are medically unfit for duty as a result of illness or substance abuse.
- All managers were promoted four years ago, some of them skipping two levels.
- Supervisors regularly come late for work.
- There is low morale among staff and high absenteeism.

Metrorail is aware the security situation is out of control. PRASA are aware of it too, and the security manager has suggested a "national security turn-around team" based on some immediate actions. But a complete lack of leadership from National Government and PRASA is preventing anything from happening.

Immediate steps to #FixOurTrains

#UniteBehind have a series of key demands to begin to #FixOurTrains:

1. Create commuter accountability and oversight boards that are legally constituted
2. Metrorail must immediately improve communication with commuters about delays and cancellations;
3. PRASA must procure busses to transport commuters between Stations where there are insufficient carriages;
4. PRASA and Metrorail must immediately implement the Security Turnaround Operational Plan (STOP);
5. The Hawks and NPA must investigate and prosecute the corruption starting with Lucky Montana and Sifiso Buthelezi who is now the Deputy Minister of Finance;
6. The local crooks and their overseas partners such as Vossloh España (Stadler Rail) must #PayBackTheMoney;
7. PRASA must start collaborating with the City of Cape Town and other metros to turn around the crisis.

Why are our trains not working?

Our trains don't work because of grand corruption, incompetence and criminality. Our rail systems are old and desperately in need of state-investment guided by honest and capable officials and experts. Instead, under the leadership of former PRASA CEO Lucky Montana, and former PRASA Chairperson and current Deputy Finance Minister Sfiso Buthelezi, billions have been stolen, rail experts have left or been purged and criminality and incompetence are widespread. Now commuters face completely unreliable and often dangerous trains every single day. We intend to do something about this.

Upgrades or just a PR stunt?

The Minister of Transport, Joe Maswanganyi recently promised R9 billion to Western Cape Metrorail. Such investment is desperately needed, but we have a lot of questions... Where did this number come from? Where is the plan for money? How is it going to be spent and what are the timelines for implementation? Our trains need fixing now and the last thing we need are empty promises and more money disappearing into corruption.

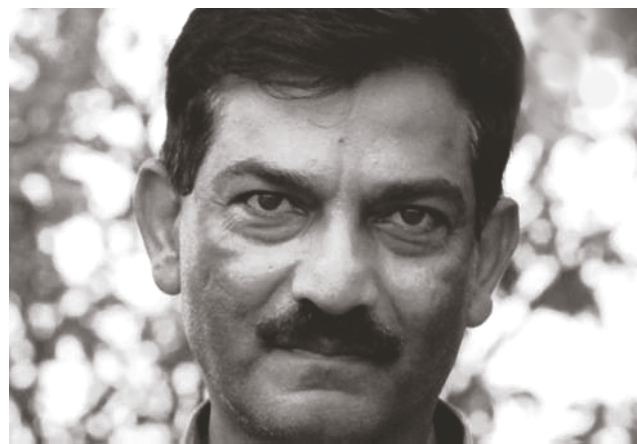
PRASA has been unable to table its annual reports and is in a leadership crisis where all the executives are currently working on an acting-basis. The Minister only just appointed an interim-board, but must urgently appoint a full independent, ethical, efficient, effective, competent and appropriately qualified board. This has a direct impact on trying to fix the crisis in Metrorail. Maswanganyi has also signed, in a corrupt manner, a R57 billion loan agreement with China to develop the Moloto Corridor for just 40 000 commuters.

WANTED



LUCKY MONTANA

WANTED



ROY MOODLEY

WANTED



SFISO BUTHELEZI

WANTED



PETER SPUHLER

WANTED



JOE MASWANGANYI

WANTED



SHAUN ABRAHAMS

Corruption and State Capture at PRASA

Under the leadership of disgraced former PRASA CEO Lucky Montana and former PRASA Chairperson and now Deputy Finance Minister Sfiso Buthelezi at least R14 billion has been stolen in illegal tenders.

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Former Public Protector Thuli Madonsela recommended in her report "Derailed" that all contracts awarded between 2012 and 2015 worth more than R10 million be investigated. Only 13 of the 216 contracts reviewed by Treasury were not corrupt or irregular. The Auditor-General's report found about R13.9-billion in irregular expenditure during financial year of 2015/2016. Fortunately, Popo Molefe, who replaced Buthelezi as PRASA chair, has taken these deals to court and laid criminal charges against those involved.

Molefe has specifically challenged the Siyangena and Swifambo deals. The "Siyangena Deal", worth almost R4.5 billion, was an illegal tender process. Rigged in favour of Siyangena Technologies (Pty) Ltd, the company paid R550 million to Roy Moodley, a close friend and ally of Jacob Zuma. Moodley gave millions to Zuma while he was President. The Siyangena contact involved the supply and installation of integrated security access management systems at our stations. But where are these security systems? The money is already with the crooks and our stations are still unsafe. Unfortunately, the court dismissed Molefe's bid to overturn the Siyangena contract on a technicality that it was not brought to the court within 180 days of the deal before investigators found corruption.

The ANC received R80 million directly, to protect the deal.

The Swifambo deal involved the purchasing of locomotives (Train engines) that did not fit our railways. The deal was initially worth R3.5 billion, but rose to R5.7 billion because of the weaker rand. Swifambo was a fake company set up by Auswell Mashaba for the rigged tender process. Through Swifambo, Vossloh España (which is owned by the Stadler Rail Group in Switzerland), got the contract for the locomotives, Mashaba got R800 million, and the ANC received R80 million directly, to protect the deal. The court ruled the Swifambo contract was illegal and criminal.

"Corruption is a cancer that is slowly eating at the fabric of our society. If it is left unchecked, it will devour our entire society."

Judge EJ Francis

Along with his former board, former Chairperson Popo Molefe has laid over 40 criminal charges to compel the Hawks and NPA to investigate the massive evidence of corruption at Metrorail worth R14 billion. Molefe provided the Hawks sufficient evidence, yet there no investigations or prosecutions. The NPA has also not initiated any seizures to protect the assets gained through corruption. Metrorail can't be fixed without the resources to do so, we need these assets. If we the people, who collectively own PRASA and Metrorail, continue to lose billions of rand to corruption nothing will change.

#UniteBehind want to finish the work Molefe has started in the courts starting with putting pressure on the Hawks and the NPA.