



**TRANSPORT MINISTRY
REPUBLIC OF SOUTH AFRICA**

**SPEAKING NOTES FOR THE MINISTER OF TRANSPORT,
FIKILE MBALULA, ON THE OCCASION OF THE LAUNCH OF
THE PEOPLE'S RESPONSIBILITY TO PROTECT PROJECT
AT PRETORIA STATION ON 15 MARCH 2021 AT 10h00**

Chairperson of the PRASA Board of Control, Mr Leonard Ramatlakane

Representatives of our esteemed Stakeholders

Ladies and Gentlemen

In the last week I launched the Cape Town arm of the People's Responsibility to Protect intervention. Today we are launching the same intervention in Gauteng.

There is no doubt that the criminality that continues to ravage our railway environment undermines efforts to modernise the commuter rail system and delivery of a service that is safe, reliable and affordable. When a cable is stolen resulting in delays, the worker who loses their job as a result, is somebody's parent or sibling. When track is stolen, resulting in derailment, the commuter who loses their life is somebody's relative.

It must never elude us that the people who suffer the consequences of this brazen criminality are the poor who cannot afford the more expensive taxis and buses to get to work. Have we become a society of heartless criminals who have no regard for human life or the livelihood of those who live from hand to mouth?

It is precisely our determination to turn the tide on this lawlessness that we have conceptualised the People's Responsibility to Protect Project (PR2P) in the rail environment. This is a concept borrowed from the United Nations World Summit on Responsibility to Protect, which has been customised to address the challenges facing PRASA in partnership with communities and key stakeholders.

The project elevates the stakeholder's responsibility in protecting public assets, in respect of both Prasa and Transnet rail infrastructure, rail reserves and network as well as the prevention of crime in the rail environment.

The focus of the intervention seeks to manage the downward spiral resulting from rampant criminality through the implementation of crime prevention strategies, working with communities and stakeholders.

The awareness campaign of the Project's Security Intervention, the communication campaign and other interventions that include the resumption of train services, will ensure that interventions are responsive to the needs of the users of the system and are regularly informed of all developments that impact on them. The interventions will include community projects creating opportunities for women and youth-owned co-operatives in areas such as cleaning of stations, as well as construction and maintenance of stations.

The project will be implemented in three 5 phases. These being:

- (1) The Launch and public Engagement
- (2) Volunteer Training
- (3) Deployment and Integration
- (4) Project Monitoring and Evaluation, and
- (5) Report Writing

The first phase entails the rollout of a public engagement programme led by the PRASA Board. The Board, will engage with community stakeholders, Community Police Forums (CPF), Railway Police (SAPS), local municipalities (SALGA), Civic Organisations (SANCO) and other relevant community-based organisations (CBO's) and non-governmental organizations (NGO's) in all PRASA regions. These regions are Gauteng North, Gauteng South, Western Cape, Eastern Cape and KwaZulu-Natal.

The second phase entails training of volunteers to understand their roles in terms of the security and neighbourhood watch. They will also be trained on how to work with communities, with the Police as well as Prasa Protection Services in an integrative manner that makes a telling difference.

Upon completion of the security training, it is expected that the volunteers will be equipped with grade C security certificates accredited by the Private Security Industry Regulatory Authority.

The third phase entails integration of a total of 4 720 volunteers from each station area covering 236 stations in Gauteng. We have, to date, recruited 130 volunteers, 50 of whom are women.

Facilitation of the deployment at stations, on the trains, on the platforms, across rail infrastructure and the outer perimeters of the rail precinct will be undertaken. This will be done concurrently with the integration of the volunteers, SAPS Reservists, CPFs', Military Veterans and PRASA Protection Services.

The third phase entails monitoring and evaluation of the interventions to determine if the Project is realizing its intended objectives. It will also measure whether the Project has made a tangible impact in the implementation of Prasa's Crime Prevention and Security Strategies.

Our efforts to restore the service and deploy the new trains require the kind of partnership we are launching today with all stakeholders. We have begun the process of introducing the new trains in various corridors. Protecting these assets is a collective responsibility we must all shoulder.

I thank you.