



**Transnet Rail Infrastructure Manager**

**B-NETWORK RFI**

**ANNEXURE: A  
Background Information**

**Leveraging  
Private Sector Participation  
for Global Competitiveness**

**MAY 2026**

## REQUEST FOR INFORMATION (RFI)

THE TRANSNET RAIL INFRASTRUCTURE MANAGER INVITES INTERESTED PARTIES TO RESPOND TO THIS REQUEST FOR INFORMATION TO PARTICIPATE IN PARTNERSHIP OPPORTUNITIES TO OBTAIN ACCESS RIGHTS WHICH MAY INCLUDE CONCESSIONS ON SHORT RAILWAY LINES INCLUDING BRANCH LINES FOR FREIGHT AND PASSENGER TRAINS AND TO INFORM THE FRAMING OF THE PROBLEM STATEMENT FOR PURPOSES OF DESIGNING ONE OR MORE COMMERCIAL PROGRAMMES

### B NETWORK DESCRIPTION

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## GLOSSARY OF TERMS

Access	means the granting of a right to a TOC to access the Infrastructure Manager's (IM's) rail infrastructure network (Network) in order to execute Rail Transport Services. Access by the Access Seeker to a resource or facility will be on terms and conditions set out in this Network Statement.;
Access Agreement	means an agreement between an access seeker and an infrastructure manager, setting out the terms and conditions for access by an access seeker to the infrastructure, resource or facility of an infrastructure or resource owner, excluding any agreement regarding the safe operation of such access that is required by safety legislation;
Access Route	means that portion of the Core Network which the Concessionaire will be authorised to traverse, subject to terms, in order to access a marshalling yard (or hand-over point) on the Core Network to deliver and/or collect wagons, as more fully described in the Concession Agreement and Ancillary Agreements;
Access Seeker	means a Person or an agent of a Person that seeks to utilise infrastructure, resource or facility of the infrastructure;
Ancillary Agreements	means the suite of agreements to the Concession Agreement, being the: (a) Rail Partnership Agreement; (b) Train Operations and Management Agreement; (c) Safety Interface Agreement(s); and (d) Land Lease Agreement (if any);
B-BBEE	has the meaning ascribed to the definition of "broad-based black economic empowerment" in the B-BBEE Act;
B-BBEE Act	means the Broad-Based Black Economic Empowerment Act, 53 of 2003 and regulations promulgated thereunder, as may be amended from time to time;
BEE	means Black Economic Empowerment referring to Government's programme to affirm historically disadvantaged persons as more fully expressed in B-BBEE legislation and policies;
Bidder	means a Respondent who has submitted a Response Form;
Branch Line(s)	means a rail line forming part of the Rail Network, which branches off and connects to the Core Network;
Branch Line Cluster(s)	two or more Branch Lines capable of being operated as a single operating unit;

Branch Line Network	means a part of the Rail Network (excluding the Core Network) designated by Transnet from time to time as its Branch Line Network, as reflected in Figure 2 in Annexure A of this RFP Volume 1;
Concession	means the opportunity for a Concessionaire to provide rail transport services utilising the rail infrastructure of the Branch Line, where such party will, as set out in the Transaction Agreements, (i) operate rail transport services, (ii) maintain the rail infrastructure (and where necessary, design and construct or refurbish rail infrastructure), (iii) provide all funding necessary for operational expenditure and capital investment and renewals, (iv) generate income from the particular opportunity, and (v) undertake socio-economic and enterprise development initiatives to revitalise (rural and urban) economies along the Branch Line;
Concession Agreement	means a written agreement to be concluded between Transnet and a Concessionaire in respect of the Concession;
Concession Opportunity	means the opportunity to undertake the Concession;
Concessionaire	means the successful Bidder to whom Transnet awards the Concession and with whom a Concession Agreement and Ancillary Agreements are concluded;
Concessions Programme	means the process initiated by Transnet to procure the concession of its Branch Line Network;
Core Network	means a part of the Rail Network (excluding the Branch Lines) designated by Transnet from time to time as its Core Network;
DOT	means the Department of Transport in the national sphere of government;
Government	means the government of the Republic of South Africa;
Key Element(s)	Means one or more of the seminal elements of the Concession to be undertaken by, or at the instance, of the Concessionaire, being maintenance of the assets to be concessioned comprising the identified land, improvements thereon and the physical rail infrastructure facilities (including the permanent way and stations), and where applicable refurbishment and/or upgrading of such physical rail infrastructure;
Minimum Volume Requirements	means the volumes transported on the branch line;
PFMA	means the Public Finance Management Act, 1 of 1999 and regulations promulgated thereunder, as may be amended from time to time;
Proposal	means the bid submitted by a Respondent in response to this RFP to undertake the Concession;



Proposal Submission Address	means TFR, Ground Floor Foyer, Inyanda House 1, 21 Wellington Road, Parktown, Johannesburg;
Proposal Submission Date	means 11:00 on 31 January 2026, being the last day on which a Proposal may be submitted;
Railway	means a guided system designed for the movement of rolling stock that has the capability of transporting passengers, freight or both on a track and includes the land, network, rolling stock, plant, machinery, goods and other immovable or movable property of every description or kind used or set aside for use in connection with or for the purpose of a railway operation;
Rail Network	means collectively the Core Network and the Branch Line Network, owned by Transnet within the Republic of South Africa;
Railway operation	means the activities performed by a network operator, train operator or station operator, or any combination of them, or any plan, research, development, construction, or manufacturing or importation of goods relating to a railway operation;
Railway operator	means a network operator, train operator or station operator or any combination thereof, but in the case of a person who is a concessionaire or who operates,
Recipient	means a person (natural or juristic) who, in response to the advertisement for this RFP and having furnished its contact details in the prescribed manner to Transnet, receives this RFI from Transnet;
Relevant Entity	means any party (natural or juristic) referenced by a Respondent, in the Proposal, as the one who will undertake or is committed to providing one or more of the Key Elements; constructs, maintains or manages a railway on behalf of another person who owns the relevant assets, that concessionaire or that person who so operates, constructs, maintains or manages that railway is for purposes of this definition regarded as being the network operator;
Respondent	means a Recipient, whether: (a) as a single legal entity or person; or (b) in a joint venture, consortium or similar arrangement of two or more parties, who, having submitted a Response;
Response	means the application to be submitted by a Recipient, no later than the Response Closing Date;
Response Closing Date	means 11:00 on 31 JANUARY 2026, being the last day on which a Response to this RFI may be submitted;

Returnable	means the documentation and information required to be submitted by Respondents in response to THIS RFI;
RSR	means the Railway Safety Regulator established in terms of the RSR Act;
RSR Act	means the National Railway Safety Regulator Act, 16 of 2002, including any and all regulations promulgated pursuant thereto from time to time;
Safety Permit	has the meaning ascribed to it in the RSR Act;
SMME	means small medium and micro enterprises;
SELD	means socio-economic development initiatives towards job creation, skills development, enterprise development, community development, and investment in revitalising local economies to benefit the local communities where the branch lines are located;
Tariff	means any charge, fee, toll, fare or other amount that may be imposed by a regulated entity for the use of, or access to, any transport service or facility;
Targeted Groups	for purposes of this RFI, targeted groups shall refer to entities that are either black women-owned, black youth-owned, and/or businesses owned by people living with disabilities. Entities in this regard include trusts, organisations, or privately incorporated entities. For purposes of this RFI, the targeted groups shall be organisations whose beneficiaries are located in and around where the branch line is located, or within the province where the branch line is located.
TRIM	means Transnet Rail Infrastructure Manager, an operating division of Transnet;
Track Access	means the limited and controlled access to the Core Network, to be granted by Transnet to the Concessionaire (in terms of a track access agreement) to enable that Concessionaire to access a Marshalling Yard and/or wagon exchange point, from a Branch Line or Branch Line Cluster;
Transaction Agreements	means the Concession Agreement, the Ancillary Agreements and any other agreement(s) which the Concessionaire may conclude in respect of the Concession which Transnet considers material or significant to the Concession;
Transnet	means Transnet SOC Ltd (registration number 1990/000900/30) and any operating division thereof, as may be applicable from time to time.

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## SECTION A: DISCLAIMER

### 1. Disclaimer

**This Request for Information (RFI) is issued by the Transnet Rail Infrastructure Manager (TRIM).** The purpose of this RFI is to develop a commonly agreed Framing Problem Statement ("FPS") for Private Sector Participation ("PSP") in the rail sector: **B-Network that includes Branch and Feeder lines.** The FPS will be used for the purposes of the design of one or more commercial programmes. The FPS will drive the development of PSP initiatives, which may result in the design of various PSP Projects on the B-Network.

While every reasonable effort has been made to prepare this RFI, the information was compiled by TRIM in good faith, based on data obtained from various sources. Neither TRIM or any of its advisors accepts any liability or responsibility whatsoever for the adequacy, accuracy, or completeness of any of the information or opinions expressed herein and reliance placed on the information rest with Interested and Affected Parties (**IAPs**) exclusively.

**IAPs** are hereby encouraged in this structured discourse to respond to TRIM's sharing of its understanding of the subject matter and respond with market-facing, dynamic, innovative and viable responses. TRIM acknowledges its viewpoint may be incomplete and maybe subject to correction, it welcomes any factual corrections which are substantiated.

No representation or warranty (whether express or implied) is, or will be given, by TRIM or any of its officers, employees, agents, advisors, or any other person with respect to the information or opinions contained in this RFI, or in relation to this RFI and/or design of the PSP Projects, and/or design of any procurement programme, if launched in due course in whole or in part.

TRIM reserves the right to amend, modify or withdraw this RFI, or any part of it, or to terminate or amend any of the procedures, processes or requirements detailed in this RFI at any time, without prior notice and without liability to compensate or reimburse any person pursuant to such amendment, modification, withdrawal or termination. Such modifications will be published on the same platform as the original release and announcements will be made on the Transnet Infrastructure Manager web page.

TRIM reserves the right to withdraw or terminate or amend the design of the PSP Project(/s) or any potential procurement of PSP Project(/s) or the design of a potential procurement programme, if any, is launched in due course, at any time, without prior notice and without incurring any liability to compensate or reimburse any person pursuant to such withdrawal, termination or amendment.

The terms and conditions set out in this RFI are stipulated for the express benefit of TRIM and, save as expressly stated to the contrary, may be waived at TRIM's sole discretion at any time. TRIM reserves the right to use any submission or suggestion made by any person responding to this RFI at any time and to include such submission or suggestion in any documents which may, or may not, be made available at any stage



in the design of the PSP Projects or design of any procurement programme, without obligation or liability to pay any compensation or reimbursement of any nature to any person pursuant to such adoption or incorporation.

This RFI is provided solely for the purpose set out herein and is not intended to form any part or basis of any investment decisions by any **IAPs** or Respondent, its shareholders, members or its lenders. Each person that accesses this RFI must make its own independent assessment of any PSP Project in respect of which it intends submitting a RFI Response, taking such advice (whether professional or otherwise) as it deems necessary to protect its own interest.

No **IAPs** or Respondent, its directors, shareholders, employees, members, contractors, suppliers or lenders shall have any claim against TRIM, its officers, employees, agents or advisors, under any circumstances whatsoever, arising out of:

- (i) any matter relating to the design of the PSP Projects;
- (ii) any procurement of individual PSP Project(s) by any of TRIM or Transnet;
- (iii) the design of any procurement programme if launched in due course; or
- (iv) this RFI, of any nature whatsoever, including where such claim is based on any act or omission by TRIM, or Transnet, agencies, officers, employees, servants, agents or advisors of any nature whatsoever, or where such claim is based on the content of, or any omission from, this RFI of any nature whatsoever.

*All personal information provided to TRIM in relation to this RFI will be treated in accordance with the provisions of the Promotion of Access to Information Act 2 of 2000 and other applicable laws. Information provided (including personal information) will only be accessed by authorised officials in TRIM and our advisors for purposes of analysis.*

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## SECTION B: BACKGROUND AND TERMS

### 1. Background

The South African government has set out clear policy directives and objectives for the freight transport sector in the White Paper on the National Rail Policy (NRP), Government Gazette No 46356 of 12 May 2022, and the Economic Regulation of Transport Act (ERTA), 6 of 2024. The NRP provides for the introduction of open access and Private Sector Participation (PSP) in the national rail network, to increase the quantity and quality of rail services through effective competition in the market.

For several years, South Africa has suffered declining performance in the utilisation of its freight rail network. To arrest this declining performance President Ramaphosa in his February 2023, State of the Nation Address announced that, in alignment with the NRP, Government was working to develop a roadmap to address the logistic crisis and outline a path to reform.

On 8 December 2023, Cabinet approved the Roadmap for the Freight Logistics System in South Africa (FLR). The FLR seeks to address the immediate challenges and introduce rail reforms in the logistics system. The immediate priority is to improve the performance of the freight rail network.

The NRP provides the policy directive for the development of a rail PSP Framework and on 8 December 2023, Cabinet approved the rail PSP Framework. This framework provides for the implementation of PSPs in the entire value chain of the railway industry. The PSP Framework sets out, amongst other strategies, the leveraging of the private sector through PSP in economic infrastructure projects as an opportunity for Government to harness capital, skills and expertise from the private sector. The Framework recommends PSP participation in service areas, for example - concessions, and for example private line freight, private line passenger and private line tourism assets and rail infrastructure, for example – branchline concessions and upgrading and maintaining railway infrastructure.

Transnet Rail Infrastructure Manager (TRIM) has identified the first phase of the PSP programme on the low-density B-Network to be taken to the market. To assist TRIM with the design of the PSP bid packages, the organisation is releasing this request for information on public and private sector interest to participate in opportunities across the rail B-Network including feeder and branch lines. Parallel to this RFI process TRIM will release a Request for Proposal on the lines that have demonstrated demand from the market.

Transnet's current balance sheet constraints limit its ability to invest in, amongst others, its rail infrastructure, therefore, either Government or private sector investment is required to bridge the backlog infrastructure investment until the PSP Projects are released to the market and to reach financial close, which TRIM anticipates in the 2026/27 and 2027/28 financial years. Although the rail reform will provide an additional revenue stream through private train operating companies paying tariffs to access the core A network, it will not sustain the required capital investment to rehabilitate and restore the B-Network. For this reason, Transnet will deploy a separate focus dispensation for the B-Network to attract private-sector participation.

TRIM wishes to investigate end-to-end solutions on feeder and branchlines on the rail B-

Network for possible passenger, freight and tourism logistics. Accordingly, in the Response Forms TRIM wishes to better understand from potential private sector participants, amongst other matters, the envisaged traffic and value to be transported, any perceived system constraints that may impact on increasing the traffic and value being transported, any consideration of how participation of the private sector partners may serve to increase the volumes and value being transported, and any proposal as to how the overall logistics system can be improved and operated.

The responses should also include information on how respondents wish to rehabilitate, improve or enhance the current infrastructure portion of interest including supporting real estate such as buildings, stations, etc. required to operate and provide the envisaged business services.

Responses shall not be confined to Freight Traffic only and may include passenger or any other viable economic services.

TRIM invites “free-form” responses from Respondents, which serve to achieve the policy objective of increasing rail traffic and economic activity as set out in this RFI. TRIM shall consider all such responses to determine whether any such responses may form part of one or more PSP programmes that may be launched in due course.

TRIM will consider the appropriate scale for commercialisation of the PSP Projects commensurate with achieving the objectives of maximising the creation of socio-economic value on the B-Network.

Respondents should provide as much detail as possible through direct responses and supplementary materials and clearly articulate how possible transactions can be best structured into bankable value propositions and solutions including the articulation of preferred risk allocation models when explaining preferred commercial structures.

It is against this background that TRIM releases this RFI to obtain information and finalise generally acceptable Framing Problem Statements for any potential PSP Programmes that would contribute to the overall objectives of TRIM as the national custodian of the freight rail network.

In accordance with the NRP, TRIM will remain the owner of the entire infrastructure and rights of way but will cede custodianship of the infrastructure for the tenure of the PSP arrangement.

## **2. Purpose and objective of the RFI**

This RFI is not the commencement of a procurement process by TRIM nor by Transnet.

The purpose of this RFI is:

- To enable IAPs to share as much information as possible with TRIM about their interests and preferences regarding the B-Network;
- For TRIM to share as much information as possible with the public, train operating companies, end customers, and others about PSP opportunities as set out above to enable IAPs to contribute to meeting TRIM’s objectives as set out in this RFI;
- For TRIM to gather sufficient information on potential PSP Projects in a formal, structured, and comparable way without being biased towards any potential participants in any PSP Project;

- Afford IAPs and others an opportunity to add to TRIM's knowledge base and understanding, thus enriching the finalisation of the Framing Problem Statement and the design of any PSP Projects; and
- Afford IAPs, an opportunity to share specific details of their envisaged projects that may fall within the ambit of any of the PSP Projects.

The Transnet Rail Infrastructure Manager (TRIM) is seeking feedback from the private sector that will enable the development of private sector partnership programmes which will advance the following objectives for increasing performance and throughput on the rail B-Network comprising feeder and branchlines:

- Right-size the network by closing low-density short lines with no traffic potential to protect the commercial viability of the core network.
- Make non-strategic non-core lines available for co-funding by the public and private sector through a transparent and fair process.
- Support decision-making for the disposal of non-strategic non-core lines where no expressions of interest are received, while protecting the alignments and Right of ways for possible future use.
- Concession strategic non-core lines where funding is inadequate to maintain individual lines.

Respondents should also indicate their interest in participating in any potential procurement programme and suggest any key design principles that they would like TRIM to consider when designing such a programme.

Due to the current financial state of Transnet as outlined, Transnet cannot provide any financial assistance to potential partners.

Where aspects of the NRP, the ERT and/or the FLR are unclear, as these instruments provide the legislative framework, Respondents are requested to highlight aspects that require further clarification in terms of the design of PSP Programmes.

The information received from Respondents will inform TRIM of potential PSP Projects falling within the ambit of the PSP Initiative and the state of readiness of any such PSP Projects. The responses will also be used to assess whether any changes are required to the design of the PSP Projects and assess market interest in participating in any procurement for PSP Projects if they are ultimately launched.

As a result, without sharing trade secrets, the Respondents are requested to ensure that their Responses to this RFI are as comprehensive as possible and include the information requested in each Response Form that applies to their PSP Project. Since this RFI process is open and transparent and aimed at designing the idealised PSP Project collated from all Responses, the Respondents should not disclose trade secrets, which may find their way into the PSP Project designs for public procurement.

Please note that providing the RFI Response is NOT intended as a "pre-qualification" for Respondents to be invited to participate in any potential procurement programme/s that may be launched in the future nor any potential procurement programme undertaken by TRIM and/or Transnet, but that all Respondents are urged to respond to this RFI to ensure the success of the PSP Projects and assist in achieving the objectives of TRIM for Private Sector Participation.

Once all Responses have been processed, the Department may publish the Framing Problem

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Statements that will drive the design of the PSP Project/s.

### 3. Structure of information provided

This RFI information pack is structured into the following documents, which should preferably be addressed in the following sequence:

- i. Section A: Disclaimer
- ii. Section B: Background and Terms
- iii. Section C: Project Information
- iv. Annexure A: Background Information
- v. Annexure B: B-Network Technical Data Sheet
- vi. Annexure C: RFI Response Form

### 4. Submission of RFI Responses

The responses to the RFI must be submitted to TRIM by not later than 11h00 on 31 July 2026.

TRIM calls for all IAPs to share information for any of: Rail **B Network including feeder lines, branchlines, primarily for passenger, freight and tourism.**

The RFI Responses may be submitted before the cut-off time and date specified above. If TRIM needs further clarity on complete or incomplete responses TRIM will contact the IAPs

All costs incurred by a Respondent in connection with the preparation of its RFI Response shall be borne by the Respondent, and there is no obligation on TRIM.

### 5. Form of response

A Respondent is requested to provide information requested by TRIM in this RFI through the **RFI Response Form, Annexure A**. Where the data is not available or not applicable, briefly explain why this information is either not available or not applicable.

The primary document used to review the responses will be the response form which should be comprehensively completed. Respondents may also include additional information to substantiate and clarify responses captured on the response form such as drawings, sketches and any other additional information deemed relevant. All additional information must be attached to the response form. TRIM will review such information at its discretion as required.

The RFI Response, its supporting documents, and any other documentation and correspondence exchanged between the Respondent and TRIM should be in English.

### 6. Further Information

TRIM reserves the right to seek additional information from one or more Respondents regarding any RFI Response, in its sole discretion after the submission date. TRIM may request any Respondent to make oral presentations for clarification purposes or to present supplementary information.

Respondents may request clarification on any item contained in this RFI not later than 10 July 2026.

## **7. Contact with TRIM**

All queries and requests for clarification in respect of this RFI must be addressed to the Project Officer and emailed to [kgaugelo.makgate@trasnet.net](mailto:kgaugelo.makgate@trasnet.net)

TRIM will endeavour in good faith to respond to all reasonable written queries and requests for clarification raised by a Respondent.

A Respondent must give the name and contact details of the person whom it appoints to undertake all contact in respect of its RFI Response.

After the submission of its RFI Response, a Respondent may only communicate with TRIM through such person, and TRIM shall be entitled, at its sole discretion, to disregard any communication from the Respondent that does not come from such contact person and that does not go directly to the Project Officer.

## **8. Confidentiality**

This RFI is both confidential and proprietary to TRIM, and TRIM reserves the right to recall the RFI in its entirety or in part.

Information submitted in response to this RFI will be considered and treated by TRIM as confidential and will not be used in any other way than to inform TRIM of the PSP Projects. However, TRIM will not be obliged to use any of the information, and responses to this RFI do not bind or commit TRIM to any other obligation whatsoever.

# **SECTION C: PROJECT INFORMATION**

## **1. INTRODUCTION**

### **1.1. Recent Developments in the Policy Landscape**

The National Rail Policy (NRP), as gazetted in March 2022, prescribes the vertical separation of Transnet Freight Rail and the creation of the Rail Infrastructure Manager as the custodian of rail infrastructure. In response, the Rail Infrastructure Manager was established as an operating division which manages the expanse of the rail network throughout South Africa which covers approximately 30 400 track km (20 953 route km). While the main lines and the core network can carry 20 tons/axle or more, heavy haul lines like the Sishen to Saldanha (iron ore export) and the Ermelo to Richards Bay (coal export) lines are built to accommodate 30 tons/axle loads and 26 tons/axle loads, respectively. The network also consists of a portfolio of feeder and branch lines that generally have an axle load of at most 20 tons/axle.

The NRP is supported and enabled by the National Freight Logistics Roadmap which highlights that the B-Network which comprises feeder and branchlines is a relatively underutilised part of the rail network, and its revitalisation could unlock economic potential, both regionally and nationally. Partner-driven value chain optimisation is required to turn loss-making and underperforming businesses around. A number of opportunities exist to establish partnerships with the private sector in the short term to improve the performance of priority corridors.



This will yield an opportunity for relieving unemployment through the creation of jobs in either the restoration or the operation of branch lines. The Rail Infrastructure Manager and the Department of Transport, through the PSP unit, have been assigned the responsibility of developing and implementing PSPs that can contribute to the improvement of railway performance.

The Rail Infrastructure Manager and the Department of Transport, through the PSP unit, have been assigned the responsibility of developing and implementing a strategy and a market engagement framework for the Transnet rail network to attract alternative funding and operating models. This should be done through PSP projects with long-term partnerships up to 20 years.

There are existing commercial agreements on the B-network with concession holders. This RFI seeks to invite potential investors who wish to participate on the balance of the B-Network for long-term custodianship or co-funding by the public and private sector through a transparent, equitable and fair process.

The branchlines revitalisation process was initiated in 2001 by Cabinet's approval of a restructuring model for Transnet Freight Rail. In 2002, a tripartite initiative by organised labour, Government and Transnet Freight Rail categorised the network into high-density, light-density and low-density lines.

In this strategy, the objective remains to revitalise developmental lines that "have the potential to serve a community whether directly through job creation, or indirectly through the economic stimulus they provide...".

## **1.2. Classification of the network**

Both the NRP and the Freight Logistics Roadmap promote the rightsizing of the rail network as a critical success factor.

As guided by the NRP, TRIM in conjunction with the DOTs National Rail Master Planning (NRMP) team conducted a route classification exercise which makes a distinction between the core and non-core networks. The A-network was further categorised into six subcategories that collectively form part of the regulated asset base to be managed by the Rail Infrastructure Manager as a commercially viable network.

TRIM published its inaugural Network Statement on 20 December 2024 and opened access to new entrants on this part of the rail network, however, the B-Network was excluded in lieu of this RFI process. Essentially the B-Network will always follow a separate access regime, predominantly comprising PSP solutions and alternative funding models.

The subject of this RFI is all lines not classified as core (A) which were classified as the B-network and consist of feeder and branchlines, including some lines that may eventually be transferred to PRASA or uplifted should there not be any interest from the market.

### 1.3. Interfaces with the mainline and A Network

Parties wishing to interface with the mainline core network to access other destination points including ports should refer to the prevailing Network Statement for the A network accessible on the Transnet Infrastructure Manager website for applicable process, rules and tariffs on the mainline.

Respondents should indicate which parts of the mainline on the A-Network they will be interested in connecting to including the ports of destinations. Allocation will be subject to availability. Mainline connection may form part of the total operating model, however depending on availability of capacity, concessionaires/Partners may have to apply for the mainline following the Network Statement process. Such details can be clarified when PSP projects are defined.

## 2. OVERVIEW OF THE B NETWORK PROVIDING CONTEXT AND OUTLINING RELEVANCE TO THE SOUTH AFRICAN ECONOMY TODAY

### Overview of the B Network

Almost all the feeder and branchlines feed cargo into the core network for destination to packaging, export or consumption points. Some of these lines have attracted interest from external parties to operate tourist or passenger trains and to some extent freight services. Figure 1 below shows the geographical location of the B-Network and branchlines.

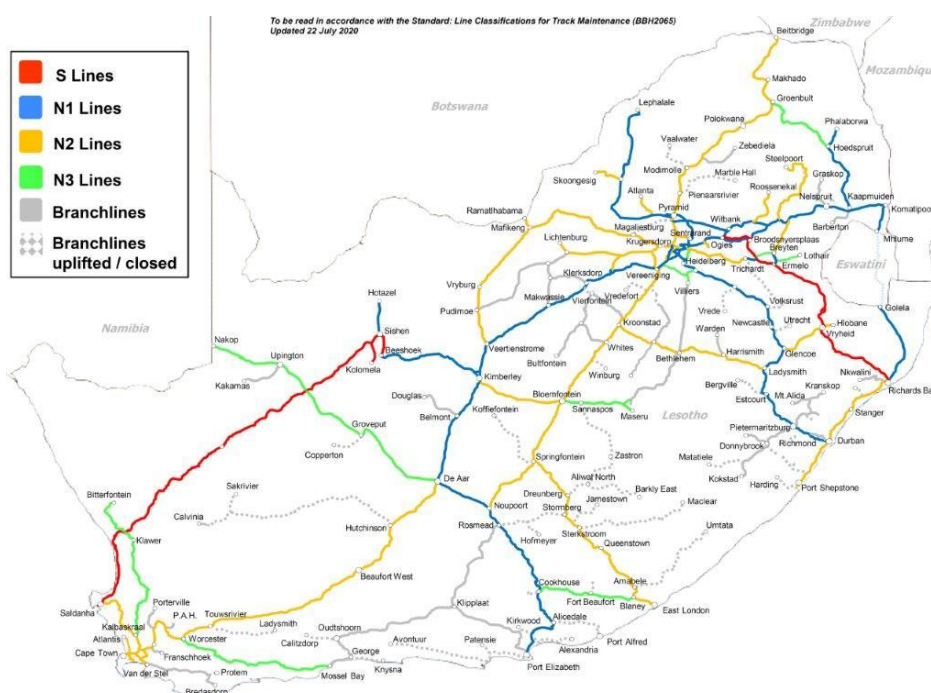


Figure 1: Network re-classification: B Network and Branchline network

The feeder and branch line network is relatively extensive and covers approximately 9 098km across South Africa out of a total 18 973km. The total tonnage volume it carries is declining yearly as much of this traffic is lost to road freight. The underinvestment in branch line infrastructure has resulted in a relatively high level of deferred maintenance for these assets, leading to a decrease in carrying capacity, service reliability issues, and abnormally long transit times. The condition of the network continues to deteriorate. Most of the lines will continue to do so unless there is some form of intervention.

Some of these lines have attracted interest from external parties to operate tourist or passenger trains and to some extent freight services while some have also attracted various risks to Transnet, including theft of the railway track materials, overgrown vegetation and possible legal action for the expropriation of the land, since the lines are no longer used for railway operations.

### **Relevance To the South African Economy Today**

The financial viability of branch lines may be in question; nevertheless, they may, in certain instances, have an important role to play in South Africa's wider social and economic objectives. In these instances, certain branchlines can have broader benefits to society than their overall costs.

Most industries rely on the efficient movement of cargo from origins such as farms, mines and manufacturing plants to destinations within and outside of South African borders. Revitalising branchlines generally located in remote, rural areas could unlock local economic development, thereby uplifting the communities that reside there.

In revitalising the branchlines, it is important that the socio-economic benefits are considered in conjunction with commercial viability of the branchline. This will inform the specific case for direct or indirect investment in regulatory activities to ensure that rail transport (freight and tourism) fulfils its potential in supporting rural development.

Rural poverty and high levels of unemployment impede the ability to grow the South African economy. Government has identified the transport sector as having a major role in driving the future growth of the economy, playing a critical role in enabling mobility and providing access to economic activity. Revitalising branchlines and parts of the low-density network generally located in remote, rural areas could unlock local economic development thereby uplifting the communities which reside there. Research carried out on the external benefits of shifting movement from road to rail shows that additional benefits in the modal shift could include alleviating road deterioration, reducing the instances of vehicle overloading and the high rate of road accidents.

The Transnet Rail Infrastructure Manager supports the development of economic activity within rural areas and aims to recapture traffic back from road to rail thus enabling the creation of employment opportunities in the areas of production for cartage road services to and from rail terminals as well as the creation of related industries like tourism that can use rail infrastructure to create economic opportunity for various provinces.

### 3. HISTORY OF THE B-NETWORK AND BACKGROUND ON PREVIOUS TRAFFIC AND THE REASONS FOR CHANGE

#### Historical Background of the B Network

The development of the national rail network started in the 1880's and rapidly evolved up to the 1920's to effectively serve most of the agricultural and rural areas of South Africa. The development of these lines was essential at a time when motorised transportation of freight and people was simply not available. Even at that stage, many feeder and short lines were built on the premise that it will not be self-sustaining financially. Cross-subsidisation was therefore the key funding mechanism for many short and feeder lines but with the national benefit of mobility and economic development of the country.

The shift in the SA economy from primarily agriculture, to mining, to manufacturing and consumer goods, also meant that there were geographical shifts that influenced the need for transportation. Some lines simply became redundant. Since the 1970's, rail transformed to be effective only where heavy or bulk volumes need to be moved over longer distances. "Single Wagon" business was no longer competitive but relied on road inter-modality for the first- and last-mile in logistics. While cross-subsidisation (and state-subsidisation) was part of the overall model, some marginal lines were able to survive. Since about 1990, the lack of adequate resourcing and the focus on eliminating cross-subsidisation, many lines became redundant but was never formally separated from the main network. Road transport was regulated and the deregulation of road had significant impact on the Rail industry. Efforts were made to revitalise some of the lines through concessioning, but efforts to entice PSP delivered limited results.

#### Previous Traffic

Several private rail branchline concessions have been awarded and despite current constraints, handle a significant volume of freight and passenger traffic, and there is room for expansion because very few branch lines operate in economic or developing zones.

##### 3.2.1. Passenger Trains

Name of Operator	Route	Branchline	Frequency	Active
<b>Atlantic Rail:</b> Commenced in 2016				
Route 1	Cape Town to Elgin	Somerset to Bredasdorp	4 times a month on a Saturday and public holidays	Yes
Route 2	Botriver to Elgin	Somerset to Bredasdorp	4 to 20 times a month	Yes
Route 4	Cape Town to Langebaan Weg	Cape Town to Saldanha	4 times a year	Yes
Route 5	Cape Town to Bredasdorp	Somerset to Bredasdorp	2 times a year	Yes
Route 8	Wolsely and Cape Town	Wolseley to Prince Alfred Hamlet	8 a year	Yes
Route 9	Cape Town to Maatjiesfontein	Worcester to Beaufort wes	4 times (waiting for risk assessment)	No
Route 10	Worcester to Voorbaai	Worcester to Voorbaai	12 times a year	Yes
Route 11	Voor baai to George (up to Groot Brak)	Voorbaai to George	8 times a year	Yes
Route 12	Cape town to Klawer	Cape Town to Bitterfontein	3 times a year (RA to be done)	Yes
Route 13	Worcetser to Cape Town	Cape Town to Beaufort West	20 times per year	Yes

<b>OPV:</b> Commenced in 2012				
Route 2	Voorbaai to Groot Brak	Voorbaai to George	up to 6 times per week	Yes
<b>NCCR:</b> Commenced in 2024				
Route 1	Robertson to Nuy	Worcester to Voorbaai	4 times per week	Yes
Route 2	Robertson to Swellendam	Worcester to Voorbaai	10 times a year	Yes
Route 3	Robertson to Mosselbay	George to Mosselbay	10 times a year	Yes

Table 1: Existing Passenger Train Services

### 3.2.2. Freight Trains

Branchline	Origin	Destination	Commodity	TRIM Capacity (Tons)	TFR Demand (Tons)	Spare Capacity	Comments
Klipdale - Bredasdorp	Klipdale	Caledon	Barley	27 766	13 019	14 747	Seasonal traffic
	Rietpoel	Caledon	Barley	41 115	19 278	21 837	Seasonal traffic
	Kridge	Caledon	Barley	12 191	5 716	6 475	Seasonal traffic
	Caledon	Caledon	Barley	17803	8347	9 456	Seasonal traffic
	Caledon	Polokwane	Malt	4 793	2 247	2 546	Seasonal traffic
	Caledon	Nuweland	Malt	39 362	18 456	20 906	Seasonal traffic
	Napier	Caledon	Barley	17 913	8 399	9 514	Seasonal traffic
	Napier	Victoria	Wheat	2 344	1 074	1 270	Seasonal traffic
	Bredasdorp	Caledon	Barley	26235	12301	13 934	Seasonal traffic
	Bredasdorp	Victoria	Wheat	3237	1483	1 754	Seasonal traffic
Klipdale - Prottem	Prottem	Caledon	Barley	35047	16433	18614	Seasonal traffic
Grootvlei - Balfour North	Forfar	Grootvlei	Containerised Coal	321253	321253	0	Eskom Coal
	Arbor	Grootvlei	Containerised Coal				Eskom Coal
Wolwehoek - Arlington	Petrus Steyn	Isand View	Maize	21597	22481	-884	Seasonal traffic
	Petrus Steyn	Victoria	Maize	1007	1048	-41	Seasonal traffic
Orkney_Westleigh	Orkney	Westleigh	Various	0	0	0	This line when operation is used as link between Klerksdorp and Gunhill
Vierfontein_Bultfontein	Bultfontein	Dal jasofat	Maize	4 803	5 000	FALSE	Seasonal traffic
Veertienstrome_Mafikeng	Slury	New Brighton	Clinker	85 727	91 800	-6 073	
	Limeacres	Palapye	Lime	5566	4364	1202	Low Demand
	Sua Pan	Bellville	Soda Ash	0	17297	-17297	Low Demand
	Magogong	Pretoria West	Wheat	289	132	157	Seasonal traffic
		Mamelsburg	Maize	781	358	423	Seasonal traffic
		Dal jasofat	Maize	2502	1146	-1356	Seasonal traffic



		Leeuhof	Wheat	1877	860	-1017	Seasonal traffic
		Worcester	Maize	2974	1362	-1612	Seasonal traffic
		Robison	Maize	54	25	-29	Seasonal traffic
	Hartswater	Pretoria West	Wheat	1777	814	-814	Seasonal traffic
		Dal jasofat	Wheat	2112	967	-967	
		Modderivier	Wheat	31	31	14	
		Leeuhof	Wheat	1544	1544	0	
		Worcester	Maize	1564	716	848	
Chailey_Kranskop	Greytown	Maydon wharf	Pulpwood	19 821	2 500	-17 321	Train length is restricted to 25 wagons due to topography. The line has the axle restriction of 16tons/axle. If revamped there is potential of 7 slots per week.
Chailey_Mount Alida	Ahrens	Maydon wharf	Pulpwood	0	2500	2500	
Dalton_Chailey	Sevenoaks	Maydon wharf	Pulpwood	0	2500	2500	
Glenside_Dalton	Jaagbaan	Germiston	Sugar Loose	21134	27094	-5960	
Belmont_Douglas	Douglas	Dal jasofat	Maize	2410	1104	1306	
		Worcester	Maize	4513	2068	2445	
		Leeuhof	Maize	2345	1075	1270	
		Modderivier	Maize	11189	5000	6189	
		Pretoria West	Maize	35466	16045	19421	
		Worcester	Maize	168115	73970	94145	
		Bellville	Maize	22961	10261	12700	
Groenbult_Hoedspruit	Richards Bay/Durban	ZIM/ZAM/DRC	Various	53785	43001	10784	Low Demand
Bank_Midway	Litchenburg	Rooderpoort	Clinker	493377	528328	-34951	Seasonal traffic
	Magogong	Robinson	Wheat	54	25	29	Seasonal traffic
	Island View	Robinson	Wheat	11528	12000	-472	Seasonal traffic
	Ondendaalrus	Robinson	Maize	335	349	-14	Seasonal traffic
	Wesselbron	Robinson	Maize	531	553	-22	Seasonal traffic
	Oranjerivier	Robinson	Maize	705	322	383	Seasonal traffic

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	Sua pan	Sasolburg	Salt	166723,06	152489,80	14233	
	Gabcon	Kingsrest	Containers	5324,38	6008,13	-683,75	

Table 2: Existing Freight Train Services

## 4. SECTION D - BRANCHLINE INFORMATION

### 4.1. Background

South Africa's feeder and branchline network of is grouped into 15 clusters. Figure 2 shows the total line and average line length of each of the 15 clusters. Line length was used as an indicator of viability for selection.

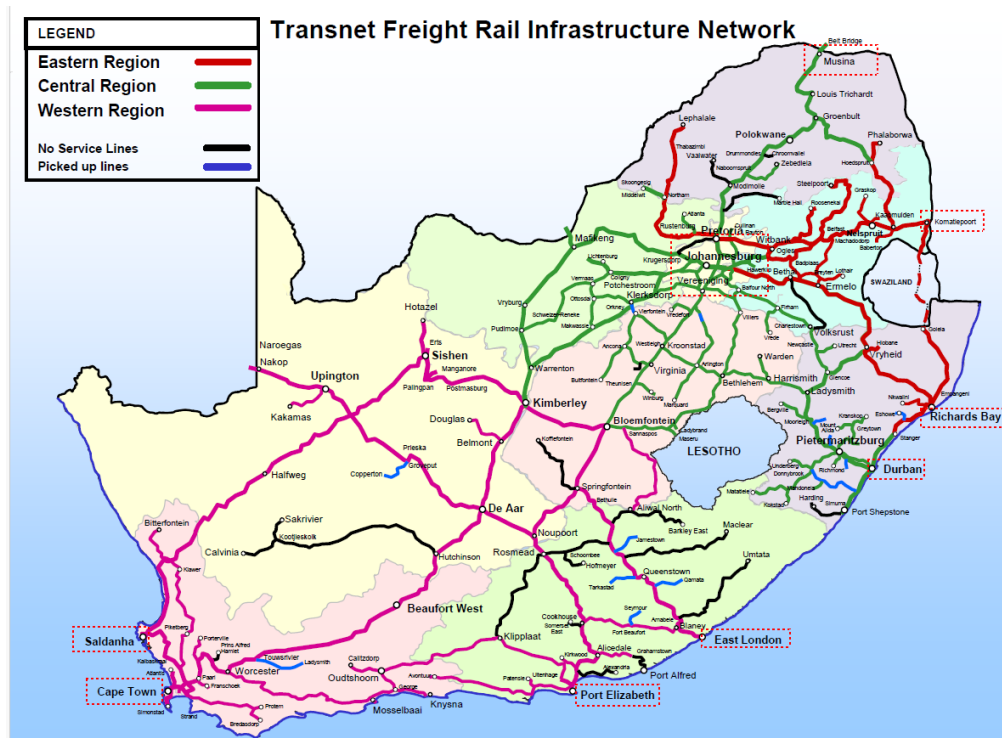


Figure 2: Transnet Rail Infrastructure Manager Rail Network

### 4.2. Existing Concessions

While TRIM is pursuing opportunities on the B-Network through this RFI, some of the branchlines are currently operational with concessions awarded or negotiating contracts and agreements. TRIM's strategic focus is on the successful long-term management of the entire network. To ensure continuity and stability, all current concessions will be honoured and seen through to the completion of their agreed-upon terms.

Furthermore, any branch lines currently under negotiation for concession will have those processes completed as planned. These branchlines may be added to the RFI process at a later stage following the outcomes of the negotiations.

### 4.3. Rail Network Description: Western Region

#### 4.3.1. Geographic Layout

The Western Region is made of the Ore and Cape Corridors. The iron ore line is one of the two main heavy haul lines in South Africa. The iron ore line stretches 861km from Sishen in the Northern Cape to Saldanha on the Western Cape coast. The Cape Corridor has the largest area footprint in the network, stretching from Warrenton in the north-east to Cape Town in the south and from Hotazel in the north-west to Gqeberha in the south-east.

The Cape Corridor is the natural hinterland for the ports of Cape Town, Mossel Bay, Port Elizabeth, Ngqura and East London. The areas of Bethlehem and Kroonstad have been incorporated into the Cape Corridor. The key mining areas in the Northern Cape also enable the transportation of manganese and iron ore for domestic markets. The corridor also includes various branchlines such as the Bellville-Bitterfontein and De Aar-Upington lines and sections of the lines from Bloemfontein to East London and Gqeberha, providing rail connectivity for the agriculture industry, see Figure 3 to 6. **For detailed information see**

**Annexure B.**

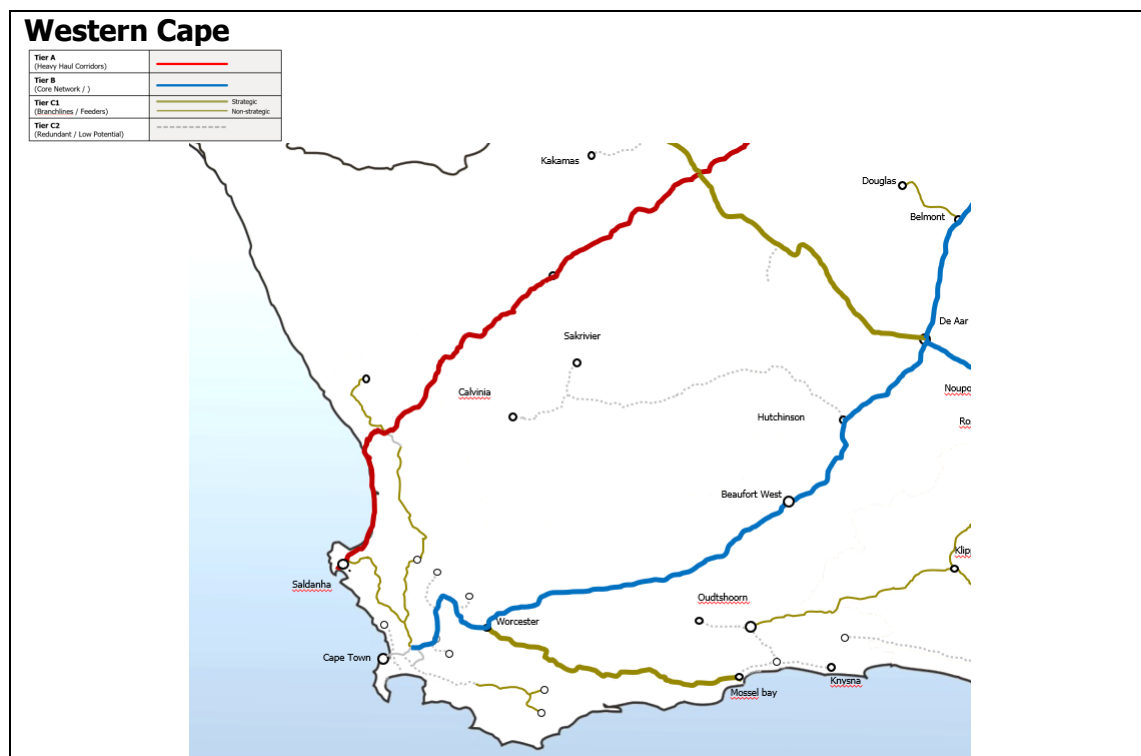


Figure 3: Western Cape Branch lines within the Western Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Hermon _ Porterville	Some Freight	Operational	Western Cape	Branchline - Mainline	R46
Klipdale _ Bredasdorp	Some Freight	Operational	Caledon	Branchline - Branchline	R317
Klipdale _ Proteem	Some Freight	Operational Occasionally	Caledon	Branchline - Branchline	R317
Van Der Stel _ Klipdale	Some Freight	Operational	Caledon	Branchline - Mainline	N2
Oudtshoorn _ George	Some Freight	Closed	George	Branchline - Branchline	N2
<b>Category C (Non-strategic)</b>					
Oudtshoorn_Calitzdorp	Some Freight	Closed	George	Branchline - Branchline	R62

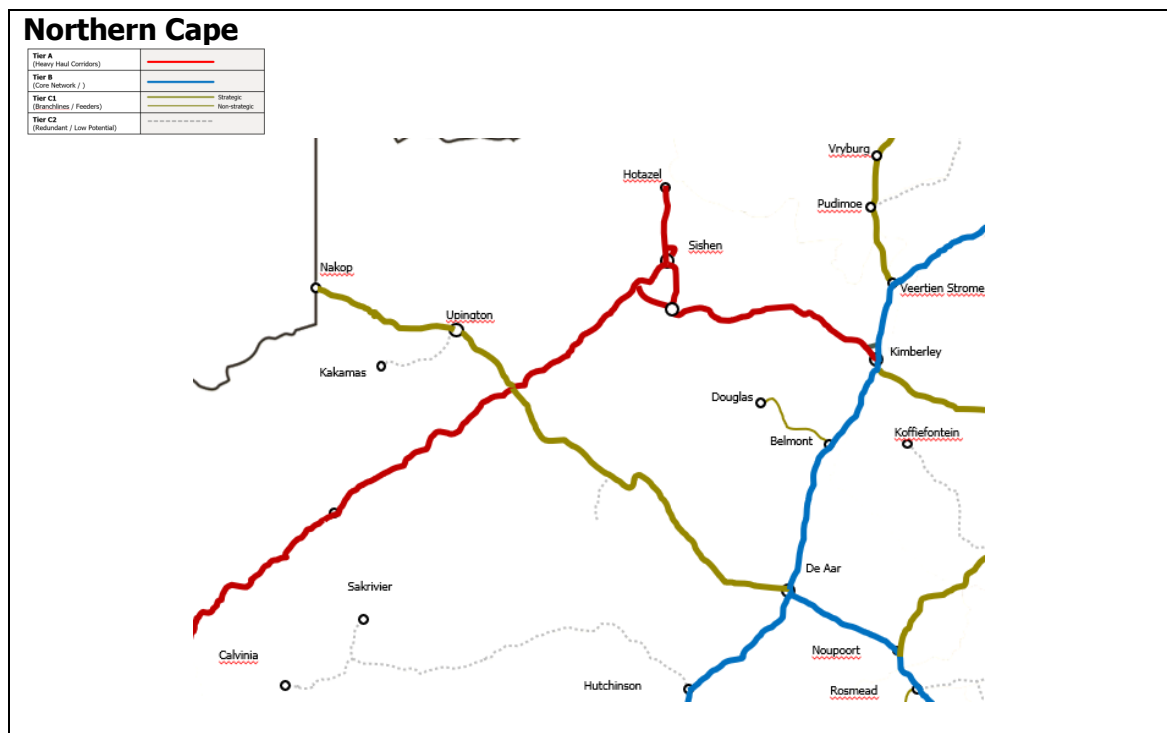


Figure 4: Northern Cape Branch lines within the Western Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Upington _ Kakamas	Some Freight	Closed	Kakamas	Mainline_Branchline	N14 (R359)
Belmont _ Douglas	Some Freight	Operational	Other	Mainline_Branchline	R357_N12
<b>Category C (Non-strategic)</b>					
Hutchinson_Calvinia	Some Freight	Closed	Calvinia	Mainline_Branchline	R63
Kootjieskolk_Sakrivier	Some Freight	Closed	Calvinia	Branchline_Branchline	R27

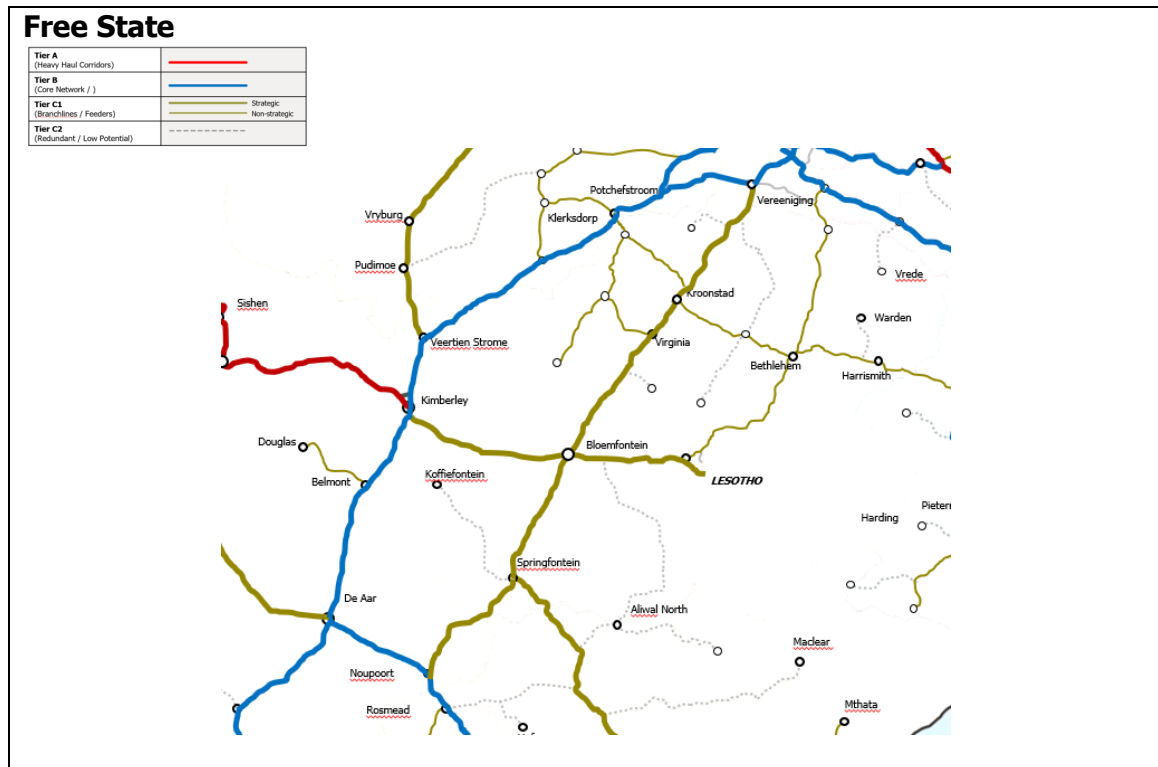


Figure 5: Free State Branch lines within the Western Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Arlington_Marquard	Some Freight	Operational Occasionally	Bethlehem	Mainline_Branchline	R707
Grootvlei_Balfour North	Some Freight	Operational Occasionally	Bethlehem	Mainline	R51
Grootvlei_Bethlehem	Some Freight	Unknown	Bethlehem	Branchline_Mainline	R51_N3_R26
Harrismith_Warden	Some Freight	Unknown	Bethlehem	Mainline_Branchline	N3
Wolwehoek_Arlington	Some Freight	Operational	Bethlehem	Mainline_Branchline	R57_R707
Marsailles_Bethlehem	Some Freight	Operational	No	Branchline_Mainline	R26
<b>Category C (Non-Strategic)</b>					
Theunissen_Winburg	Some Freight	Partially Uplifted	Branchline	Branchline_Mainline	R708
Springfontein_Koffiefontein	Some Freight	Closed	Branchline	Branchline_Mainline	R704_N1
Sterkstroom_Maclear	Some Freight	Closed	Branchline	Mainline_Branchline	R56



Hofmeyr_Schoombee	Some Freight	Closed	Burgersdorp	Branchline	R401
Rosmead_Stormberg	Some Freight	Uplifted	Burgersdorp	Branchline_Mainline	R56

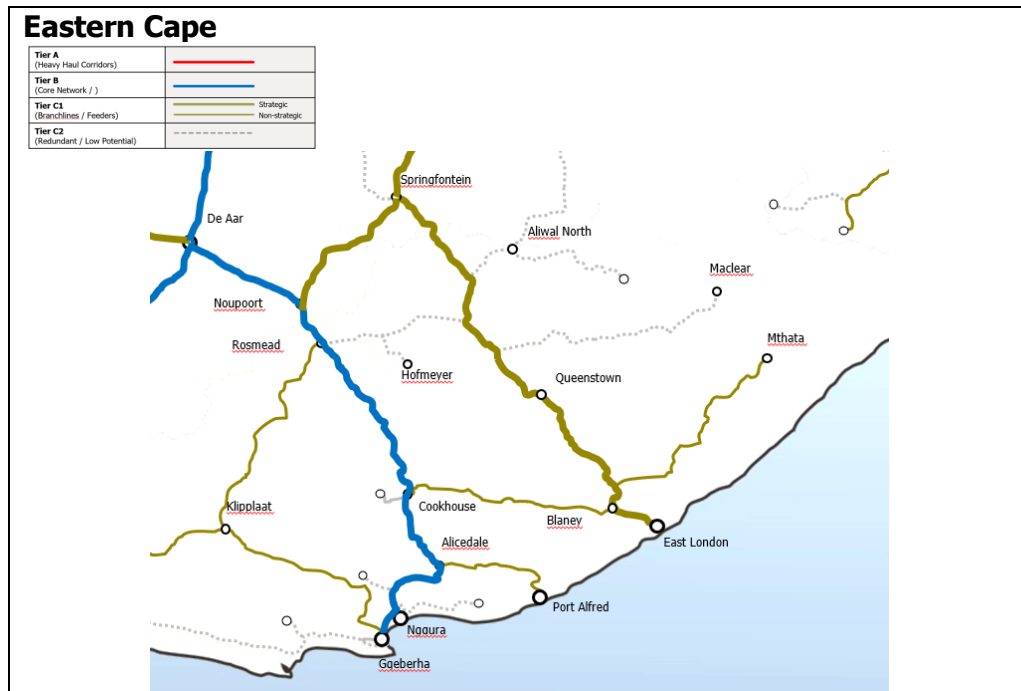


Figure 6: Eastern Cape Branch lines within the Western Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Cookhouse_Blaney	Some Freight	Operational	Branchline	Branchline - Mainline	R63
<b>Category C (Non-Strategic)</b>					
Aliwal_Dreunberg	Some Freight	Closed	Burgersdorp	Branchline - Mainline	R58
Aliwal_Sannaspos	Some Freight	Closed	Burgersdorp	Branchline - Branchline	N6 R26 R702
Aliwal_Barkly-East	Some Freight	Closed	No	Branchline - Branchline	R58
Barkly Bridge_Alexandria	Some Freight	Closed	Branchline	Not connected	R72
Cookhouse_Somerset East	Some Freight	Closed	Branchline	Branchline - Mainline	R63
Avontuur_Gamtoos	Some Freight	Closed	Narrow Gauge Avontuur	Branchline - Branchline	R62
Humewood_Gamtoos	Some Freight	Closed	Narrow Gauge Avontuur	Branchline - Branchline	R62
Patensie_Gamtoos	Some Freight	Closed	Narrow Gauge Avontuur	Branchline - Branchline	R102 R331
Springfontein_Koffiefontein	Some Freight	Closed	Branchline	Branchline - Mainline	R704
Sterkstroom_Maclear	Some Freight	Closed	Branchline	Branchline - Mainline	R56
Hofmeyr_Schoombee	Some Freight	Closed	Burgersdorp	Branchline - Mainline	R56
Rosmead_Stormberg	Some Freight	Uplifted	Burgersdorp	Branchline - Mainline	R56
Oudtshoorn_Calitzdorp	Some Freight	Closed	South Cape	Branchline - Branchline	R62

Klipplaat_Uitenhage	Some Freight	Operational Occasionally	Klipplaat	Branchline - Branchline	R338
Oudtshoorn_Klipplaat	Some Freight	Closed	Klipplaat	Branchline - Branchline	N12 R341 R337

## Rail Infrastructure

### 4.3.2.1. Network Specifications

Section	Line Type	Distance (km)	Sharpest Curve	Ruling Gradient	Axle Load	Rail Size Kg/M	Sleepers	Traction	Train Control
<b>Category B (Strategic)</b>									
Hermon _ Porterville	Branchline	60,6	201	1:66	15		Wood Steel	Diesel	TWS
Klipdale _ Bredasdorp	Branchline	44,6	160	1:50	15		Wood Steel	Diesel	TWS
Klipdale _ Protem	Branchline	18,4			15	48	Wood Steel	Diesel	TWS
Van Der Stel _ Klipdale	Branchline	179,6			15	48	Wood Steel	Diesel	TWS
Oudtshoorn _ George	Branchline	80,6	101	1:40	15		Wood Steel	Diesel	TWS
Upington _ Kakamas	Branchline	94,2			15	48	Wood Steel	Diesel	TWS
Belmont _ Douglas	Branchline	92,7	299	1:55	15	48	Wood Steel	Diesel	TWS
Arlington _ Marquard	Branchline	96,4	201	1:44	15	48	Wood Steel	Diesel	TWS
Grootvlei _ Balfour North	Branchline	22,0	207	1:61	15	48	Wood Steel	Diesel	RTO
Grootvlei _ Bethlehem	Branchline	203,5	174	1:38	16	48	Wood Steel	Diesel	RTO
Harrismith _ Warden	Branchline	56,9	201	1:50	11.5	48	Wood Steel	Diesel	TWS
Wolwehoek _ Arlington	Branchline	179,4	161	1:43	15	48	Wood Steel	Diesel	TWS
Marsailles _ Bethlehem	Branchline	210,8	166	1:50	15	48	Wood Steel	Diesel	TWS
Cookhouse _ Blaney	N3	255,3	125	1:40	15	40/48	Wood steel	Diesel	TWS
<b>Category C (Non-strategic)</b>									
Aliwal_Dreunberg	Branchline	55,3	99	1:30	11.5	30/40/48	Wood steel	Diesel	TWS
Aliwal_Sannaspos	Branchline	276,0	99	1:30	15		Wood steel	Diesel	TWS
Aliwal_Barkly-East	Branchline	164,2	98	1:30	11.5	30/40/48	Wood steel	Diesel	TWS
Barkly Bridge_Alexandria	Branchline	99,5			11.5		Wood steel	Diesel	TWS
Cookhouse_Somerset East	Branchline	34,1	161	1:70	11.5		Wood steel	Diesel	TWS
Avontuur_Gamtoos	Branchline	234,0	73	1:40	11.5		Wood steel	Diesel	TWS
Humewood_Gamtoos	Branchline	92,4	50	1:40	11.5		Wood steel	Diesel	TWS
Patensie_Gamtoos	Branchline	33,3		1:40	11.5		Wood steel	Diesel	TWS
Theunissen_Winburg	Branchline	45,9	241	1:100	11,5			Diesel	TWS

Springfontein_Koffiefontein	Branchline	153,7	201	1:60	11.5	48	Wood steel	Diesel	TWS
Sterkstroom_Maclear	Branchline	303,6	141	1:33	11.5	30/40	Wood steel	Diesel	TWS
Hofmeyr_Schoombee	Branchline	55,0	162	1:66	11.5	30	Wood steel	Diesel	TWS
Rosmead_Stormberg	Branchline	150,8	141	1:47	0	40/48	Wood steel	Diesel	TWS
Oudtshoorn_Calitzdorp	Branchline	65,7	201	1:66	11.5	32	Steel	Diesel	TWS
Paarl_Franschhoek	Branchline	25,6	160	1:63	11.5			Diesel	TWS

#### 4.3.2.2. Network Condition

Years of limited funding and reduced operational demand of the B network has led to some line closures and increased infrastructure maintenance backlog. The B network track is characterised by wooden and steel sleepers which are currently obsolete and are in a poor condition while majority of the rails are 48kg/m with some sections still on 30 and 40kg/m rails. Some of the rails are excessively worn and on certain sections some rail sections have been stolen. In consideration of above-mentioned condition of the track, temporary speed restrictions (TSR) have been implemented in some sections to mitigate the risks of derailments due to infrastructure failures which has led to reduced network capacity. The B network sections are non-electrified, and majority of train authorisations are based on Track Warrant Control and a few sections on the Van Schoor Train Control. The train authorisation systems are based on Train Communication and are still functional and do not comprise of significant equipment. Majority of the track sections are characterised by significant vegetation growth owing to reduced operational activity and backlog in vegetation control. This has also contributed to the poor ballast condition which is highly fouled and there are significant ballast shortages along these sections. Access to these sections is challenging due to the poor condition of the service roads and will require grading and in certain sections will require a full rehabilitation of the service roads. Cuttings, embankments and track formation are still in a fair condition and are maintainable.

The Region network condition is summarised on the table below:

Category	Condition			Risk
	Acceptable	Impaired	Degraded	
Perway (Track, Ballast, Rail, etc.)	Various areas: Worn rails, obsolete Steel and Wooden Sleepers and fastening systems, turnout failures			Derailments/ line closures
Structures (Bridges, Tunnels, Culverts)	Isolated structural failures			Line closure
Radio networks	Poor condition of High sites at non-functional lines, where trains still operate systems are acceptable			No communication
Offtrack (Service roads)	Poor condition of Service Roads			Incident response time

### **4.3.2.3. Maintenance Plans**

Funding is required to ensure that assets (railway infrastructure) are maintained to achieve commensurate levels of reliability, safety, and availability. Adherence to the maintenance schedule at predetermined intervals will improve asset reliability, reduce downtime, minimise/prevent unexpected breakdowns and failures.

The decline in operational performance on the core network underscores the urgency of rehabilitating the B Network from which many goods originate from. Network restoration and recovery programmes aim to mitigate major risks of infrastructure failures and capacity reduction by ensuring improved availability and reliability of the rail network to maximize operational efficiency.

In the absence of an independent technical assessment for the Branch lines within the B Network, maintenance requirements have been determined based on condition assessments done through technical analyses and visual inspections of the network to rate the condition of the infrastructure and quantify the required workload to restore operational efficiency and capacity. There will be a need to conduct further condition assessments on lines where expressions of interest are shown at own cost.

## **4.4. Rail Network Description: Eastern Region**

### **4.4.1. Geographical Layout**

The Eastern Region is made up of the North and NorthEast Corridors, which connect South Africa with other SADC countries. This corridor stretches from the Limpopo River to Richards Bay, via Komatipoort. It facilitates the transport of various commodities, including magnetite, rock phosphate, chrome, and coal

The North Corridor comprises a diverse mix of line types and capacities, which together feed both domestic and export markets. The most prominent line section is the heavy haul export line between Ermelo-South and Richards Bay which serves the Mpumalanga coalfields via a feeder network known as the coal backbone. The system also serves the Waterberg coalfields by means of the Waterberg line and the Gauteng freight ring. The dominant flow direction is from Lephalale towards Pyramid South and Richards Bay with export coal, domestic coal, Eskom coal, chrome, ferrochrome and cement being the top commodities. Chrome and ferrochrome flows originate between Phokeng and Pendering and are mainly transported to Richards Bay for export. Domestic coal originates from Mpumalanga and Lephalale and is transported to various destinations around the country. The corridor is focusing on asset efficiencies for coal flows as well as creating opportunities for growth of other mining commodities.

The North-East Corridor stretches from the Limpopo River at Beitbridge in the Limpopo province through Komatipoort to Richards Bay on the east coast and from Pyramid/Rayton/Emalahleni to Komatipoort. The North-East Corridor strategically links the South African rail freight business with that of multiple South African Development Community countries mainly through Eswatini, Zimbabwe, Mozambique, Zambia and the

Democratic Republic of Congo. Commodities are transported via various border posts or gates of entry such as Komatipoort, Golela, Beitbridge, Livingstone and Sakania. The corridor has three prominent linear flows: Phalaborwa to Maputo and Richards Bay, mainly transporting magnetite and rock phosphate; Emalahleni to Maputo, mainly transporting chrome and coal; and Intermodal (reefers) originating from Tzaneen, Musina and Bela-Bela destined for Durban.

High-yield general freight flows within the corridor include magnetite, chrome, ferrochrome and rock phosphate. Strengths within the corridor are good rail connectivity with sub-Saharan Africa, which enables regional operational integration, and collaboration across Operating Divisions, improving service on integrated pit-to-port flows.

The corridor also includes various branch lines such as the Bellville-Bitterfontein and De Aar-Upington lines and sections of the lines from Bloemfontein to East London and Gqeberha, providing rail connectivity for the agriculture industry – see Figures 7 to 8. **For detailed information see Annexure B.**

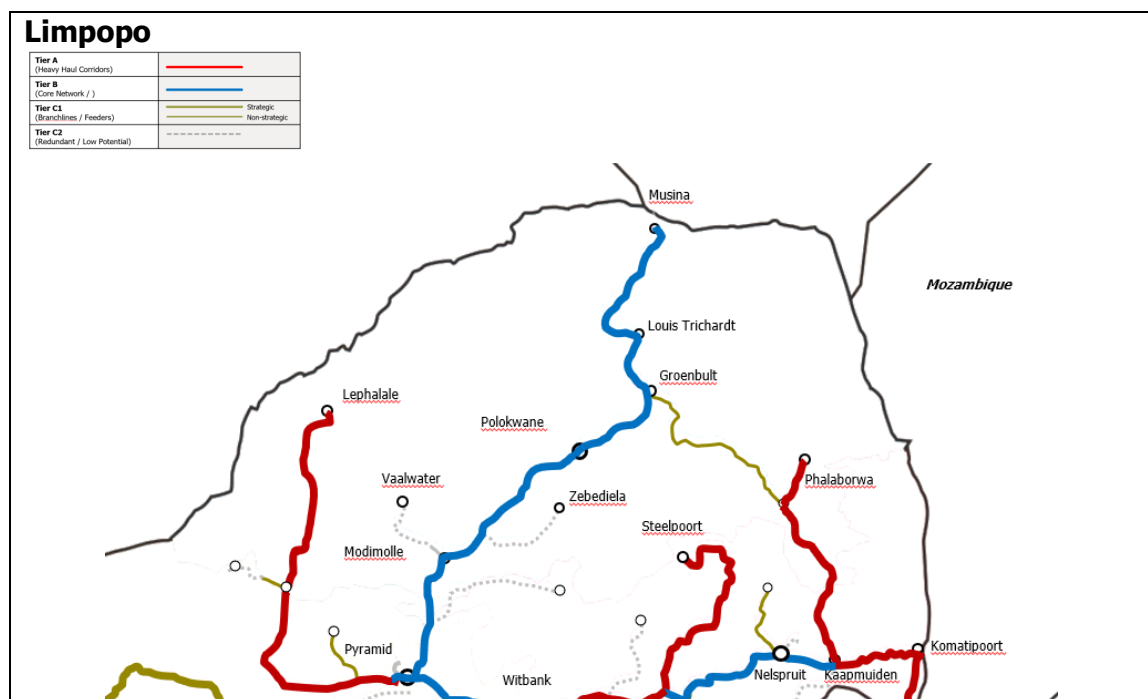


Figure 7: Limpopo Branch lines within the Eastern Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Northam_Ganskuil	Some Freight	Operational	Other	Branch line – Main line	R510
Groenbult_Hoedspruit	Some Freight	Operational	Other	Branch line – Main line	R71 R526 R40

Category C (Non-strategic)					
Pienaarsrivier_Marble Hall	Some Freight	Closed	Limpopo Central	Branch line – Main line	N1 R576 R516 R33 N11
Naboomspruit_Zebediela	Some Freight	Uplifted	Limpopo Central	Branch line – Main line	N1 R519
Modimolle_Vaalwater	Some Freight	Closed	Limpopo Central	Branch line – Main line	N1 R33

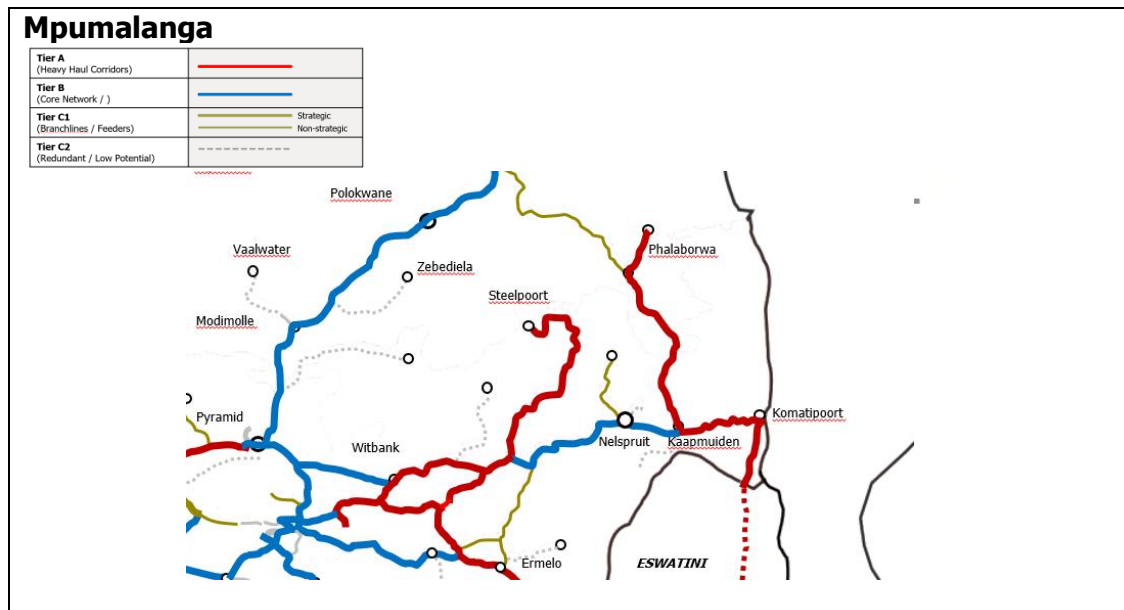


Figure 8: Mpumalanga Branch lines within the Eastern Region

#### 4.4.2. Rail Infrastructure

##### 4.4.2.1. Network Specifications

Section	Line Type	Distance (km)	Sharpest Curve	Ruling Gradient	Axle Load	Rail Size Kg/M	Sleepers	Traction	Train Control
<b>Category B (Strategic)</b>									
Northam_Ganskuil	-	60,6	220	1:59	20	-	-	25kV AC	TWS
Groenbult_Hoedspruit	N3	223,4	84	1:50	18,5	48	Concrete	Diesel	TWS
Kaapmuiden_Barberton	Branch line	58,1	137	1:36	18.5	40	Wood Steel	Diesel	TWS
Witriver_Citrus	Branch line	29,1	124	1:35	15	48	Concrete Steel	Diesel	TWS
Roosenekal_Derwent	N2	100,5	302	1:50	20	48	Concrete	3kV DC	TWS
<b>Category C (Non-strategic)</b>									
Pienaarsrivier_Marble Hall	Branch line	131,9	175	1:71	16	36	Wood Steel	Diesel	TWS
Naboomspruit_Zebediela	Branch line	89,3	151	1:60	16	36	Wood Steel	Diesel	TWS



Modimolle_Vaalwater	Branch line	76,9	141	1:40	16	36	Wood Steel	Diesel	TWS
Mbombela_Graskop	Branch line	125,7	103	1:40	15	40	Wood Steel	Diesel	TWS
Bethal_Volksrust	Branch line	184,2	141	1:50	11,5	-	-	Diesel	TWS
Lothair_Buhrmannskop	N3	52,9	201	1:52	15	48	Concrete	Diesel	TWS
Matroosberg_De Doorns	Branch line	27,9	-	-	11,5	-	-	Diesel	TWS
Davel_Carlshoop	Branch line	39,5 (10% remaining)	235	1:80	16	-	-	Diesel	TWS

#### 4.4.2.2. Network Condition

Years of limited funding and reduced operational demand of the B network has led to some line closures and increased infrastructure maintenance backlog. The B network track is characterised by wooden and steel sleepers which are currently obsolete and are in a poor condition while majority of the rails are 48kg/m with some sections still on 30 and 40kg/m rails. Some of the rails are excessively worn and on certain sections some rail sections have been stolen. In consideration of above-mentioned condition of the track, Temporary Speed Restrictions have been implemented in some sections to mitigate the risks of derailments due to infrastructure failures which has led to reduced network capacity. The B network sections are non-electrified, and majority of train authorisations are based on Track Warrant Control and a few sections on the Van Schoor Train Control. The train authorisation systems are based on Train Communication and are still functional and do not comprise of significant equipment. Majority of the track sections are characterised by significant vegetation growth owing to reduced operational activity and backlog in vegetation control. This has also contributed to the poor ballast condition which is highly fouled and there are significant ballast shortages along these sections. Access to these sections is challenging due to the poor condition of the service roads and will require grading and in certain sections will require a full rehabilitation of the service roads. Cuttings, embankments and track formation are still in a fair condition and are maintainable.

The Region network condition is summarised on the table below:

Category	Condition			Risk
	Acceptable	Impaired	Degraded	
Perway (Track, Ballast, Rail, etc.)	Various areas: Worn rails, obsolete Steel and Wooden Sleepers and fastening systems, turnout failures			Derailments/ line closures
Structures (Bridges, Tunnels, Culverts)	Isolated structural failures			Line closure
Radio networks	Poor condition of High sites at non-functional lines, where trains still operate systems are acceptable			No communication
Offtrack (Service roads)	Poor condition of Service Roads			Incident response time

#### **4.4.2.3. Maintenance Plans**

Funding is required to ensure that assets (railway infrastructure) are maintained to achieve commensurate levels of reliability, safety, and availability. Adherence to the maintenance schedule at predetermined intervals will improve asset reliability, reduce downtime, minimise/prevent unexpected breakdowns and failures.

The decline in operational performance on the core network underscores the urgency of rehabilitating the B Network from which many goods originate from. Network restoration and recovery programmes aim to mitigate major risks of infrastructure failures and capacity reduction by ensuring improved availability and reliability of the rail network to maximize operational efficiency.

In the absence of an independent technical assessment for the Branch lines within the B Network, maintenance requirements have been determined based on condition assessments done through technical analyses and visual inspections of the network to rate the condition of the infrastructure and quantify the required workload to restore operational efficiency and capacity. There will be a need to conduct further condition assessments on lines where expressions of interest are shown at own cost.

### **4.5. Rail Network Description: Central Region**

#### **4.5.1. Geographical Layout**

The Central Region is made up of the Central and Container Corridors. The Central Corridor is positioned in the centre of Transnet's rail network providing connectivity to five other corridors. Geographically, it is spread over three provinces (Gauteng, Free State and the North West). The corridor is key to the North-South interface through landlocked Botswana, via Mafikeng through the Krugersdorp and Vryburg rail lines, and therefore supports regional integration. It is a feeder to the ports of Maputo, Richards Bay, Durban, Port Elizabeth and Cape Town. The forwarding rail traffic includes commodities of chrome (between Rustenburg and Richards Bay, Maputo and Emalahleni); coal (from Lephalale to Richards Bay, Vanderbijlpark and Newcastle); iron ore (from Postmasburg to Bijkor and Newcastle); and manganese (Postmasburg to Richards Bay).

The Corridor also supports the manufacturing industry, more particularly the automotive sector, providing rail connectivity and service to the automotive hub and container terminal in Pretoria, fuel cluster; chemicals, agriculture and cement cluster. The Central Corridor includes a branch line network of 18 tons per axle that supports the maize triangle in the North West province (Klerksdorp, Lichtenburg, Coligny and Vryburg operating areas).

The Container Corridor is a backbone of South Africa's general freight transportation network, and its efficient and effective functioning is vital in facilitating economic growth for the country. This corridor is the rail artery to the port of Durban, playing a key role in linking the port of Durban to the hinterland, in addition to linking inland freight terminals servicing the broader Gauteng area and neighbouring countries. Containers, fuel, grain, automotive

and other general freight cargo are the dominant commodities railed on the corridor. The corridor features several branch lines, that include the Greytown line, Natal Cape line, and lines to areas like Weenen, Mid Illovo, Ixopo, and Harding. There are several secondary branch lines including those running east and west from Pietermaritzburg, Ennersdale to Bergville, Tendenka to Hlobane, and Empangeni to Nkwalini – see Figure 9 to 12. **For detailed information see Annexure B.**

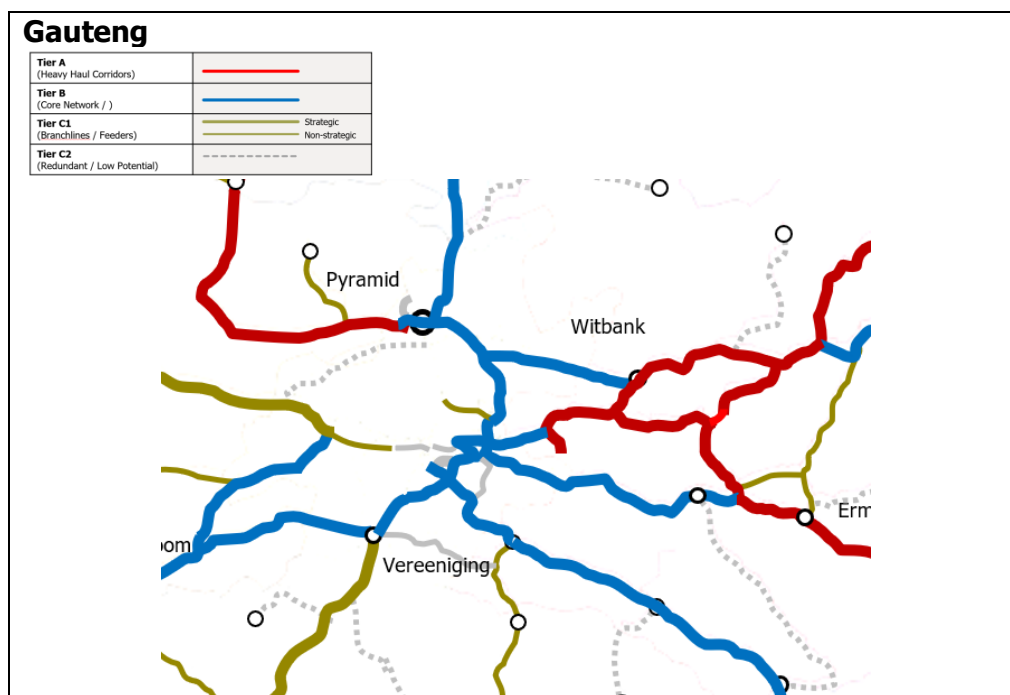


Figure 9: Gauteng Branch lines within the Central Region

Segment	Opportunity	Current Status	Branchline Cluster	Line Connectivity	Nearest Road
<b>Category C (Non-strategic)</b>					
Bank_Midway	Some Freight	Operational	PRASA	Branch line- Main line	N12
Geduld_Welgedag	Some Freight	Operational	PRASA	Branch line- Main line	R555
Nigel_Springs	Some Freight	Operational Non-Freight	PRASA	Branch line- Main line	R550/M63/R51/N17
Kensington_Atlantis	Some Freight	Closed	PRASA		
Cullinan_Rayton	Some Freight	Concessioned	Other	Branch line- Branch line	R515

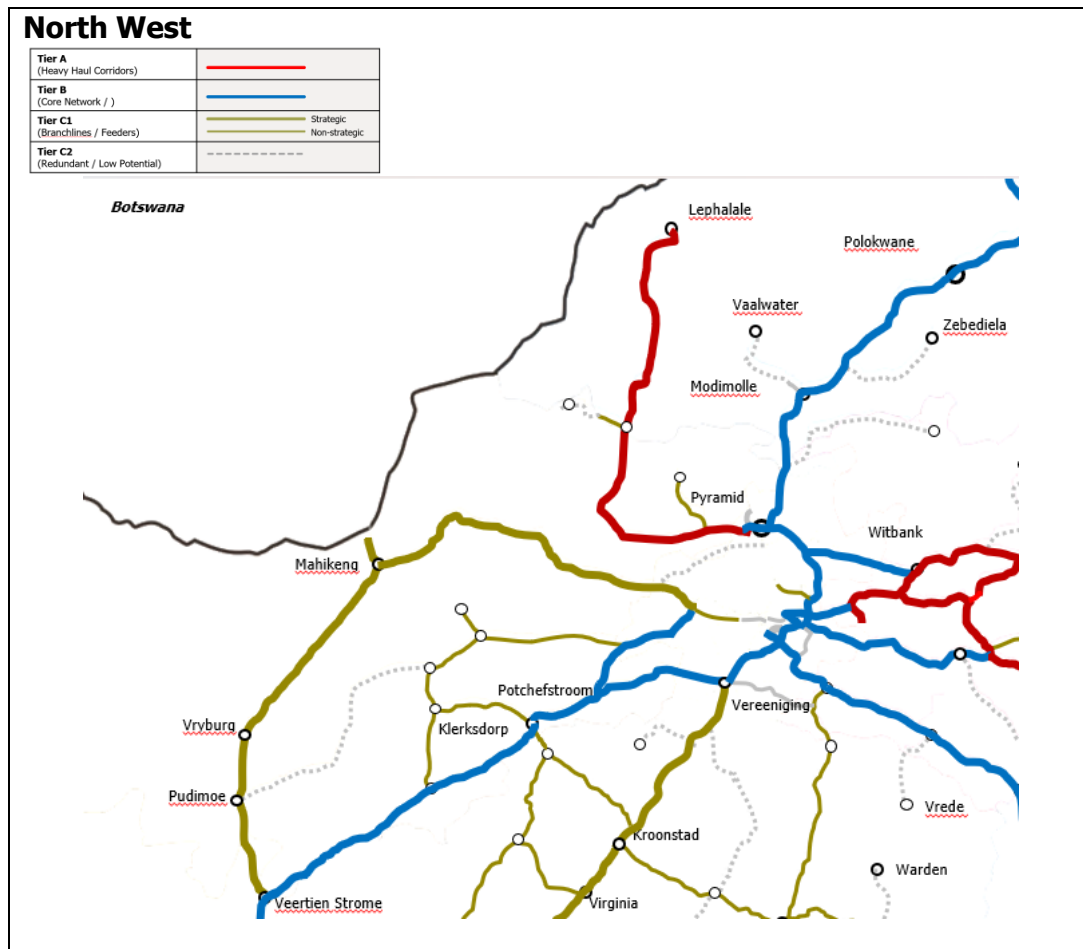


Figure 10: North West Branch lines within the Central Region

Segment	Opportunity	Distance (km)	Current Status	Branchline Group	Line Connectivity	Nearest Road
Category C (Non-strategic)						
Dover_Vredefort	Some Freight	53,6	Uplifted	Free State East	Branch line – Main line	R26 R53 N1
Firham_Vrede	Some Freight	74,7	Partially Uplifted	Free State East	Branch line – Main line	R547 R34 R23 N3
Redan_Grootvlei	Some Freight	71,6	Uplifted	Free State East	Branch line – Main line	

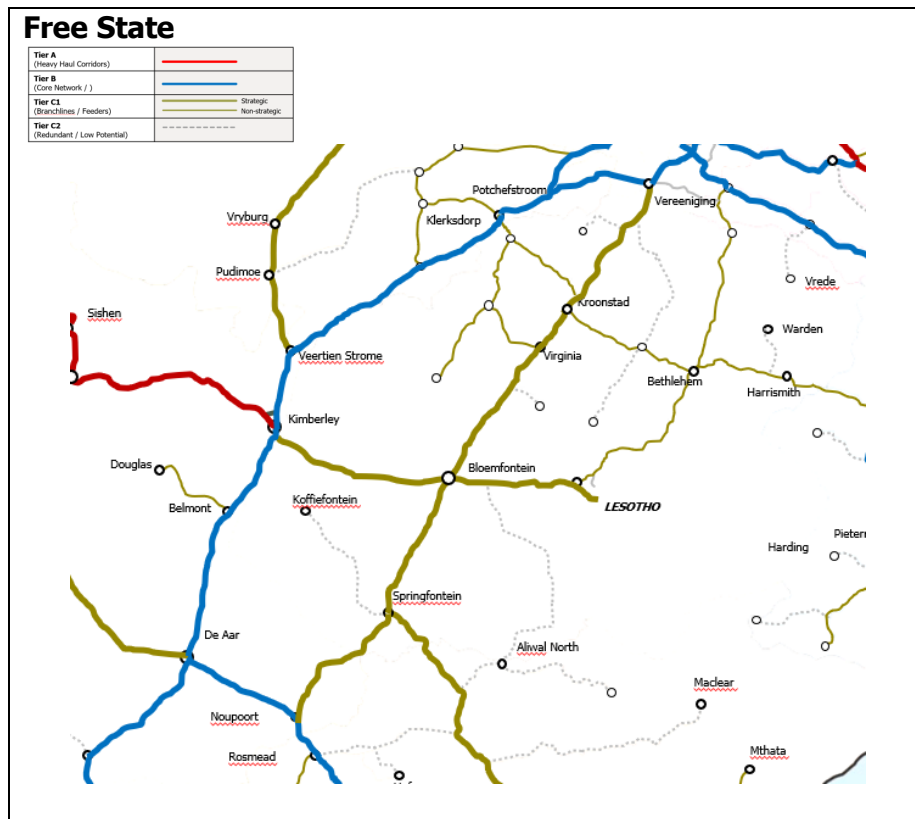


Figure 11: Free State Branch lines within the Central Region

Segment	Opportunity	Distance (km)	Current Status	Branchline Group	Line Connectivity	Nearest Road
<b>Category C (Non-strategic)</b>						
Dover_Vredefort	Some Freight	53,6	Uplifted	Free State East		
Firham_Vrede	Some Freight	74,7	Partially Uplifted	Free State East		
Redan_Grootvlei	Some Freight	71,6	Uplifted	Free State East		

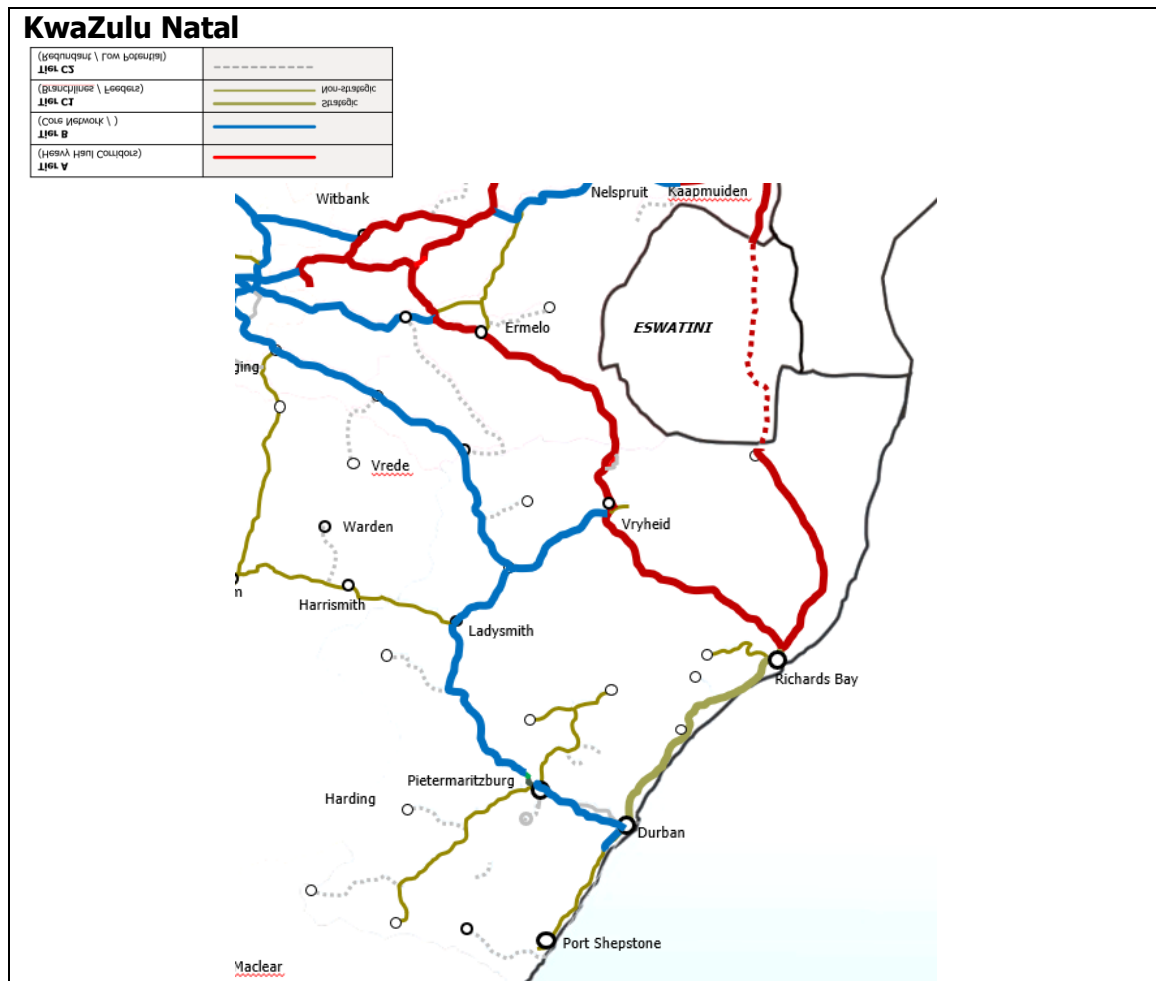


Figure 12: KwaZulu Natal Branch lines within the Central Region

Segment	Opportunity	Current Status	Current Status	Line Connectivity	Nearest Road
<b>Category B (Strategic)</b>					
Chailey_Kranskop	Some Freight	Operational	Pietermaritzburg	Branchline - Branchline	R74
Chailey_Mount Alida	Some Freight	Operational	Pietermaritzburg	Branchline - Branchline	R74/R622
Dalton_Chailey	Some Freight	Operational	Pietermaritzburg	Branchline - Branchline	R33
Glenside_Dalton	Some Freight	Closed	Pietermaritzburg	Branchline - Branchline	R614
Pietermaritzburg_Schroeders	Some Freight	Operational	Pietermaritzburg	Branchline - Branchline	R614/R33
Schroeders_Dalton	Some Freight	Unknown	Pietermaritzburg	Branchline - Branchline	R614
Donnybrook_Franklin	Some Freight	Closed	Pietermaritzburg	Branchline - Branchline	D2406
Pietermaritzburg_Donnybrook	Some Freight	Closed	Pietermaritzburg	Mainline - Branchline	D63
Kelso_Port Shepstone	Some Freight	Operational	Other	Mainline - Mainline	D480
<b>Category C (Non-strategic)</b>					

Harding_Port Shepstone	Some Freight	Unknown	Other	Branchline - Branchline	R102
Magaliesburg_Hercules	Some Freight	Partially Uplifted	Other	Mainline - Branchline	R101
Cato Ridge_Pinetown	Some Freight	Closed	PRASA	Branchline - Mainline	R103
Ennersdale_Bergville	Some Freight	Closed	KZN Central	Branchline - Branchline	D51/D726
Merrivale_Howick	Some Freight	Closed	KZN Central	Branchline-Branchline	R103BG
Donnybrook_Underberg	Some Freight	Closed	Pietermaritzburg	Mainline - Branchline	R617
Franklin_Kokstad	Some Freight	Closed	Pietermaritzburg	Branchline - Branchline	R617
Franklin_Matatiele	Some Freight	Closed	Pietermaritzburg	Branchline - Branchline	R617
Pentrich_Richmond	Some Freight	Uplifted	Pietermaritzburg	Mainline - Branchline	R56
Schroeders_Bruyns Hill	Some Freight	Unknown	Pietermaritzburg	Branchline - Branchline	D75/D2205

## 4.5.2. Rail Infrastructure

### 4.5.2.1. Network Specifications

Section	Line Type	Distance (km)	Sharpest Curve	Ruling Gradient	Axle Load	Rail Size Kg/M	Sleepers	Traction	Train Control
<b>Category B (Strategic)</b>									
Makwassie_Ottosdal	Branch line	53,7	322	1:100	20/16	48	Steel	Diesel	TWS
Orkney_Westleigh	Branch line	107,7	791	1:100	15	48	Steel	Diesel	TWS
Ottosdal_Klerksdorp	Branch line	82,9	201	1:66	15	48	Steel	Diesel	TWS
Pudimoe_Vermaas	Branch line	200,0	241	1:50	16	48	Steel	Diesel	TWS
Vermaas_Coligny	Branch line	42,2	583	1:55	20	48	Steel	Diesel	TWS
Vermaas_Ottosdal	Branch line	35,7	183	1:100	20	48	Steel	Diesel	TWS
Veertienstrome_Mafikeng	Branch line	290,7	805	1:100	20	48	Steel	Diesel	TWS
Chailey_Kranskop	Branch line	59,1	125	1:54	15	48	Steel	Diesel	TWS
Chailey_Mount Alida	Branch line	43,6	197	1:39	15	48	Steel	Diesel	TWS
Dalton_Chailey	Branch line	38,1	138	1:52	15	48	Steel	Diesel	TWS
Glenside_Dalton	Branch line	21,1	161	1:64	15	48	Steel	Diesel	TWS
Pietermaritzburg_Schroeders	Branch line	58,1	90	1:32	15	48	Steel	Diesel	TWS
Schroeders_Dalton	Branch line	10,5	156	1:39	15	48	Steel	Diesel	TWS
Donnybrook_Franklin	Branch line	103,7			15	48	Steel	Diesel	TWS
Pietermaritzburg_Donnybrook	Branch line	134,9	145	1:49	15	48	Steel	Diesel	TWS
Kelso_Port Shepstone	Branch line	53,3	412	1:52	20	48	Steel	3KV DC	TWS
<b>Category C (Non-strategic)</b>									
Bank_Midway	Branch line	35,8	576	1:99	20	48	Steel	3KV DC	CTC
Geduld_Welgedag	Branch line	3,4	437	1:143	20	48	Steel	3KV DC	CTS
Nigel_Springs	Branch line	29,4	388	1:100	18.5	48	Steel	3KV DC	TWS
Kensington_Atlantis	Branch line	39,1	411	1:100	30/15	48	Steel	Diesel	TWS
Cullinan_Rayton	Branch line	9,0	123	1:50	15	48	Steel	Diesel	TWS
Dover_Vredefort	Branch line	53,6	366	1:50	11.5	48	Steel	Diesel	TWS
Firham_Vrede	Branch line	74,7	175	1:50	15	48	Steel	Diesel	TWS
Redan_Grootvlei	Branch line	71,6	402	1:100	16	48	Steel	Diesel	TWS



Dover_Vredefort	Branch line	53,6	366	1:50	11.5	48	Steel	Diesel	TWS
Harding_Port Shepstone	Branch line	130,4	140	1:52	11.5	48	Steel	Diesel	TWS
Magaliesburg_Hercules	Branch line	89,1	200	1:43	0	48	Steel	Diesel	TWS
Cato Ridge_Pinetown	Branch line	46,6	231	1:66	15	48	Steel	Diesel	TWS
Ennersdale_Bergville	Branch line	73,1	161	1:50	15/20	48	Steel	Diesel	TWS
Merrivale_Howick	Branch line	4,9			11.5	48	Steel	Diesel	TWS
Donnybrook_Underberg	Branch line	67,0	106	1:42	15	38	Steel	Diesel	TWS
Franklin_Kokstad	Branch line	44,2			11.5	48	Steel	Diesel	TWS
Franklin_Matatiele	Branch line	86,3			11.5	48	Steel	Diesel	TWS
Pentrich_Richmond	Branch line	49,6			15/11.5	48	Steel	Diesel	TWS
Schroeders_Bruyns Hill	Branch line	26,0			11.5/15	48	Steel	Diesel	TWS

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