

TRANSNET RAIL INFRASTRUCTURE MANAGER



ANNEXURE C B NETWORK REQUEST FOR INFORMATION RESPONSE FORM

Use this document to provide responses to the Request for Information regarding opportunities on the rail B Network

Respondents may supplement their submission with additional information and annexures to enhance and strengthen submissions

MAY 2026

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.

Name of Respondent

First Name

Last Name

Contact Email

Contact Phone

Country Code

Area Code

Phone Number

Company Registration Number

Nature of Company

Location of Company

Size of Company (Number of Employees)

Annual revenue for financial year ending 2025/26 or latest in Rands

1. B-BBEE Level

- ☐ Level 1
- ☐ Level 2
- ☐ Level 3
- ☐ Level 4
- ☐ Level 5
- ☐ Level 6
- ☐ Level 7
- ☐ Level 8
- ☐ Not Applicable

2. If you are not currently a verified contributor, do you intend to obtain verified contributor status?

- ☐ Yes
- ☐ No

3. How can your business model/structure address socio economic transformation in your preferred area of operation?

4. Where is your area of interest?

- ☐ Rail Network Operations
- ☐ Rail Network Maintenance
- ☐ Transnet Siding O&M
- ☐ Locomotive Investment
- ☐ Wagon Investment
- ☐ Yard Operations
- ☐ Rail Operations
- ☐ Rail network investment
- ☐ Equity participation in rail
- ☐ Other

5. Category of PSP participant

- ☐ Private Developer
- ☐ Financiers
- ☐ Rail Operating Company
- ☐ Rolling Stock Provider
- ☐ Warehousing company
- ☐ Logistics service provider
- ☐ Traders
- ☐ End-user customers
- ☐ Commodity Owners
- ☐ Mines
- ☐ Other

6. Do you intend to participate in PSP transactions?

- ☐ Yes
- ☐ No

6. If you intend to participate in the PSP transactions, please provide date you wish to commence operations.

a) Preferred operating Region (Refer to Information Background for regional demarcations)

Select Region that you are responding to:

- ☐ Central Region
- ☐ Eastern Region
- ☐ Western Region

If you are responding to more than one region kindly indicate the distinction in your response.

7. Which Routes and traffic type do you wish to operate?

Route	Traffic Type (Freight, Passenger, Tourism, Other)	Traffic per Week	Which mainline would you wish to connect to?	Which Port Would you wish to connect to	Dependencies

This part can be submitted as an annexure

8. What is your idealised design business model (radical rethinking and game changers) for your B Network area of interest? Describe the type of service, operations and relevant interfaces with the mainline on the core network and adjacent real estate in the area you wish to operate in. Will you maintain the network and operate trains OR will you only maintain and operate the network and outsource train operations? What will the financing requirements be to operationalise the envisaged model? How do you plan to finance the investments required to operationalise the business model? Include Business Case outline where available (optional) and any other appropriate supporting document that may enhance understanding.

Note:

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.

- 9. Given the long-term global commodity prices, what is the integrated rail tariff that will ensure sustainability of the B Network in the area you wish to operate in?**

Note: PSP partners will be responsible for determining total cost of operations and determining own tariff structures for own unique operations.

Motivate the above and include key considerations.

- 10. What in your view is the total maximum annual volume that can be transported on the B Network in the area that you wish to operate? What are the dependencies?**

- 11. Please provide the reasons for not being able to maximise volumes (e.g. lack of capacity in on rail or road, commodity volumes, commodity prices, feeder lines)**

12. Commercial Structure for Rail Network Maintenance and Operations Partnerships

Given the Infrastructure Manager's need to attract private sector investment into the Rail Operations, please provide your anticipated or preferred commercial structure diagram for such investment. In your commercial structure kindly identify inter alia:

- The main Sponsor;
- The key government and private sector entities within the commercial structure covering Rail Operations including but not limited to, Rail Operator, Infrastructure developer, Institutional equity, EPC contractor, Operations & maintenance contractor, Freight owner, Government institution, International;
- The type of commercial structure envisaged (including but not limited to concession, joint venture, partnership, etc.);
- The key commercial agreements that would give effect to the commercial structure (including but not limited to concession agreements, joint venture agreements in the case of partnership, creation of new entity, shareholder agreements in the case of partnership, etc.); and
- Transformation objectives.

13. What would the term of the commercial structure need to be to provide an adequate return on capital?

Numeric years

14. What would be your salient terms of any arrangement with Transnet? Clarify how the risk allocation arrangements and treatment will be managed, e.g., financial, technical or operational

15. What opportunities do you see regarding community development in the area where you will operate to enable economic participation (e.g. local procurement, security services, small scale and emerging industry players)

16. What contracting strategy would you recommend for executing the rehabilitation and maintenance works?

16. Should you wish to partner with any part of Transnet on envisaged transactions, which division would you prefer? What will be the nature of partnership? What would be your expectation for Transnet's minimum equity share?

Division:

Nature of Partnership:

Enter Percentage

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.