

---

## **Request for Proposals (RFP)**

### **Concession Information Overview**

---

**CONCESSION FOR BRANCH LINE NETWORK AND FREIGHT  
TRAIN OPERATIONS OF THE COOKHOUSE – BLANEY  
BRANCH LINE FOR A PERIOD OF UP TO TWENTY (25) YEARS.**

---

---

**TRANSNET BRANCH LINE CONCESSIONS  
REQUEST FOR PROPOSALS  
CONCESSION INFORMATION OVERVIEW**

---

## **Introduction**

The purpose of this document is to provide infrastructure, operational, financial and socio-economic information about the Branch Line Concession Opportunity, detailing the rail infrastructure of the Concession Opportunity: Branch Line network and freight train operations on the Cookhouse – Blaney Branch Line, and considers current and prospective rail operations and market characteristics in respect thereof.

The Branch Line Concessions Model can be summarised as a contractual arrangement between Transnet, the network owner, and the Concessionaire. It can be tailor-made for each specific circumstance: each interface differs operationally (network, technology, slots, signalling, etc.), and allows for flexibility in customer contracting arrangements. The Concessionaire can access sections of the Core Network in order to gain access to designated Marshalling Yard/s.

Transnet provides the concession overview information that is contained in this document in good faith. This document is being made available by Transnet to Bidders on the condition that it is used solely for bidding for the Concession Opportunity: Branch Line network and freight train operations on the Cookhouse – Blaney Branch Line and for no other purpose.

Neither Transnet nor any of its officials, officers, employees or advisers accepts any liability or responsibility for the adequacy, accuracy or completeness of any of the information or opinions stated in any of the document(s).

---

## Table of Contents

Section 1: The Concession Opportunity	4
Section 2: Overview of the Concession Opportunity	6
Section 3: Description of Physical Assets	10
Section 4: Operational Capacity	15
Section 5: Railway Land and Properties	18
Section 6: Socio-Economic Overview	19

---

# 1 Section 1 – The Concession Opportunity

## 1.1 Background and Context

The South African national government has identified the transport sector as one of the significant drivers of the economy. Transport plays a critical role in enabling mobility and access to economic and social activities. Most industries rely on the efficient movement of freight from origins such as farms, mines and manufacturing plants, to destinations within and outside of the Republic of South Africa. The Branch Lines are currently a relatively underutilised part of the country's transport infrastructure and it is expected that their revitalisation could unlock economic potential both regionally and nationally.

This represents an important challenge for Government, Transnet and the private sector to collaborate on the revitalisation of the Branch Line network wherever feasible, in order to promote an intermodal shift from road to rail, to lower the social and commercial costs of freight transportation, and to stimulate economic opportunities in regional and rural areas.

The Branch Lines comprise 7,278 kilometres or 35 percent of the 20,953 route kilometres of the total Rail Network. 3,928 km of these Branch Lines are currently operational, while the remaining 3,350 km are closed lines. All of the Branch Lines are feeder lines to the country's Core Network. The Core Network is owned by Transnet and freight operations are undertaken by Transnet Freight Rail (TFR), a division of Transnet, while the majority of passenger operations are undertaken by Passenger Rail Agency of South Africa, which is a government-owned and operated entity. Much of the freight that originates on Branch Lines undergoes consolidation at marshalling yards as it progresses to and on the Core Network for transportation to end markets. The majority of passenger operations are concentrated on the larger metropolitan areas of Johannesburg, Pretoria, Port Elizabeth, Durban, and Cape Town.

The Branch Lines are characterised by multiple origin-destination pairs, wagonloads, multiple sidings, low axle limits (between 11.5 tons/axle and 20.0 tons/axle) and diesel traction. South Africa's rail gauge is predominantly "Cape Gauge" (1065mm), with the exception of a few Narrow Gauge (610mm) lines. The concessioned Gautrain network, which is standard gauge (1438mm), is separate from the rest of the South African rail network.

Currently there is no "open access" policy, but some private railway entities have negotiated arrangements with Transnet. These arrangements tend to be very limited and confined to discrete areas associated with private sidings attached to manufacturing or mining facilities and to access the interchange yards.

The map in Figure 1 below shows the publicly owned and operated rail network, with the Core Network, active Branch Lines and closed Branch Lines separately identified.

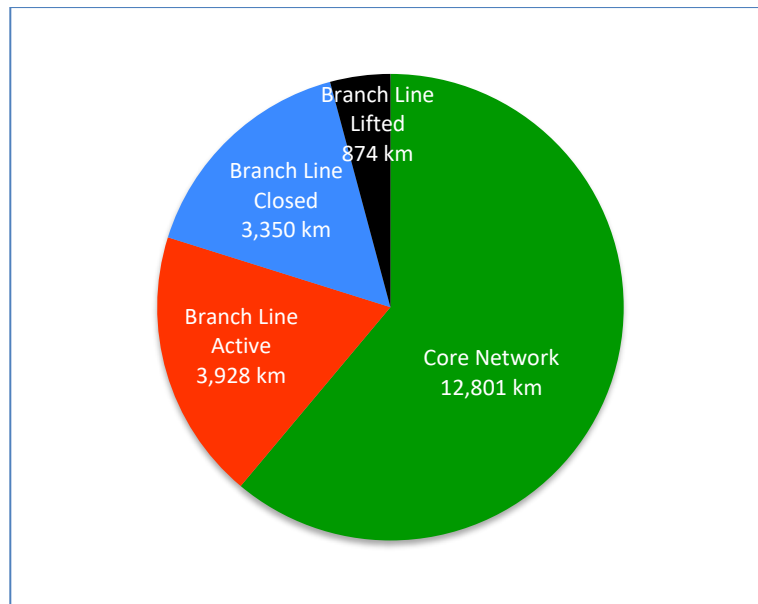


Figure 1: Transnet's Branch Line and Core Network Length



Figure 2: Branch Line and Core Network map for South Africa

---

## 2 Section 2 – Overview of Concession Arrangements

### 2.1 Overview of Concession Arrangements

#### 2.1.1 Overview of Commercial Objectives

2.1.1.1 Transnet intends to grant the Concession on best practice principles and to ensure that the following are undertaken on standards acceptable to Transnet at the risk of and for the account of the Concessionaire without recourse to Transnet for funding or resources:

- a) the branch line network and freight rail operations on the Cookhouse – Blaney Branch Line;
- b) the short-haul freight rail service to be offered by the Concessionaire;
- c) the maintenance and the upgrade of the rail infrastructure;
- d) the maintenance of the properties along the railway line and
- e) the requisite access to the Core Network by the Concessionaire at the election of and determined by Transnet.

2.1.1.2 The arrangements will, subject to the terms of the Transaction Agreements, be implemented on the basis that –

- a) Transnet grants to the Concessionaire (at the risk of the Concessionaire) for purposes of undertaking **the Concession**, rights of use and enjoyment in and to the rail infrastructure, where:
  - i. the Branch Line component of the rail infrastructure will be made available on a concession basis, for which a concession fee will be payable by the Concessionaire; and,
  - ii. at the election of and determined by Transnet, the Core Network component (being the Access Route) of the rail infrastructure may be made available on a controlled and limited access basis, for which an access fee will be payable by the Concessionaire;
- b) The concessionaire must approach a train operator if they will not be able to run the train operations while they will operate the terminal/s and network;
- c) the Concessionaire is expected to finance and undertake the required design, refurbishment and upgrading works in consultation with all stakeholders, including Transnet, the Rail Safety Regulator, provincial authorities, relevant local authorities and environmental authorities;
- d) the Concessionaire will finance and undertake the operations of a freight rail service, and undertake maintenance of the Branch Line component of the rail infrastructure;

- 
- e) the **Concessionaire will finance and undertake the maintenance of the properties along the Branch Line;**
  - f) if Transnet, in response to a property offer made by a Bidder accepts such property offer, then Transnet would (as lessor) conclude a lease with the Concessionaire (as tenant) in respect of that adjacent property(ies), where the tenant would pay rent to the lessor for the duration of the lease (whose term will be same as the concession term);
  - g) upon expiration (or early termination) of the Concession and the lease agreement, if any, Transnet will take control of the rail infrastructure, the leased land (if any) and all improvements thereon, if any, with no further compensation to the Concessionaire;
  - h) there would be no general access by the Concessionaire onto the Core Network, where the respective operations of the Concessionaire and Transnet in relation to the Branch Line and the Access Route would be clearly defined;
  - i) any access by the Concessionaire to the Core Network (being the Access Route) would be controlled and limited to traversing the Core Network up to the Marshalling Yard and entering a Marshalling Yard, or similar natural hand-over point; and
  - j) the Marshalling Yard(s) or similar natural hand-over point(s) would be controlled and operated by Transnet, assuming that these are located on the Core Network.

### **2.1.2 Proposed Arrangements in respect of Assets**

2.1.2.1 The assets that will be the subject of the Concession Agreement may be categorised into three subcategories, namely:

- a) railway land, which would be:
  - i. the land on which the rail road is constructed (in respect of active or partially active lines);
  - ii. the land on which the rail road was constructed but has since been removed (in respect of closed or partially Closed Lines);
  - iii. the rail reserve, inclusive of the service roads but excluding any private sidings;
  - iv. designated train station, exchange yards and marshalling yards on the Branch Lines; and
  - v. any other land parcels identified by Transnet as forming part of the land to be concessioned
- b) rail infrastructure, which would be:
  - i. all fixed improvements on the railway land, including the rail-road, ballast, sleepers, bridges, viaducts, culverts, signalling and communication infrastructure; and

- 
- c) moveable rail assets, which would be:
    - i. all those assets on the railway land or used in the maintenance or operation of the rail infrastructure which are not fixed to the land or improvement in question and which Transnet has offered to Concessionaire on lease or for sale.
    - ii. retained by Transnet and removed at Transnet's expense from the railway land, save where a Concessionaire in its bid proposal indicates that it wishes to acquire or make use of such moveable assets, and Transnet agrees to sell/transfer same to the Concessionaire.

## **2.2 Principal Obligations of Transnet**

2.2.1 The anticipation is that Transnet would have four principal obligations to deliver under the Concession Agreement, being –

- a) to make the railway land for the Branch Line available to the Concessionaire – to be regulated in the Concession Agreement;
- b) to make the rail infrastructure for the Branch Line available to the Concessionaire – to be regulated in the Concession Agreement;
- c) at the election of and determined by Transnet, to potentially permit the Concessionaire to traverse the Access Route and to provide controlled and limited access by the Concessionaire to the Marshalling Yard(s) or other natural hand-over point(s) on the Core Network – to be regulated respectively in the Track Access Agreement.

2.2.2 Transnet will make available the railway land and the rail infrastructure to the Concessionaire on the following basis –

- a) the railway land and rail infrastructure would be made available to the Concessionaire on the basis that the Concessionaire is the network operator of the Branch Line. This would not detract from Transnet's rights to access the railway land and rail infrastructure for inspection purposes to satisfy itself that the Concessionaire is fulfilling its concession obligations;
- b) no open access requirement is being placed on the Concessionaire in respect of permitting any other operator(s) to access the Branch Line, which will remain subject to legislative or regulatory regulation;
- c) the Concessionaire would be obliged, notwithstanding the foregoing, to grant reasonable access to the Branch Line (subject to its operating schedule and safety requirements and other terms and conditions recorded in a separate track access agreement) to –
  - (i) those persons to whom Transnet has already granted (prior to the concession) rights of access to the Branch Line, or to traverse the Branch Line with their own (or Transnet) rolling stock; and

- 
- (ii) those persons, whether governmental or non-governmental who require access to reach rural communities in order to provide or roll out on a social welfare or humanitarian basis essential services, products or goods;
  - d) the Concessionaire would have to avail its terminal operations service(s) to the world at large, and not limit the terminal access/freight rail transport service for its own freight requirements or a closed list of customers to the exclusion of others. Put differently the Concessionaire may not subvert the public nature of the railway land and rail infrastructure through privatising some. This may not necessarily restrict a Concessionaire from entering into contracts with customers whose demands actually take up a significant proportion of the Concessionaire's capacity.
  - e) Transnet will retain ownership of the Branch Line land and rail infrastructure (assets) and grant the Concessionaire a long-term right of use in respect of such assets for a concession fee on a 'use it / lose it' basis.
  - f) The Branch Lines or Branch Line Clusters will be handed over "voetstoots" (on an "as is, where is" basis) at the start of each Concession. Transnet will monitor the condition of the assets to ensure the network is maintained on a whole of life basis, and remains in no worse condition than at commencement of the Concession.
  - g) Transnet will also provide leases to adjacent properties for periods that may be commensurate with the period of the Concession, as well as access to specific Marshalling Yards from which Transnet will on-haul cargo on the Core Network for delivery to customers in instances where the Concessionaire enters into a Track Access Agreement with Transnet.

## **2.3 Principal Obligations of Concessionaire**

2.3.1 The Concessionaire will have four principal obligations to deliver under the Concession agreement, being –

- a) to look after the rail infrastructure and facilities by doing one, more or all of the following –
  - i) designing and undertaking (or procuring the undertaking) of any requisite upgrade works to the rail infrastructure and facilities, whether to meet its own bid proposal requirements, or rail safety regulatory requirements.
  - ii) The considerations and assumptions regarding the upgrading of rail infrastructure are –
    - aa. the base line condition will be determined by Transnet and disclosed in the RFP;
    - bb. Respondents will be given opportunity during its bid proposal formulation period to undertake a due diligence investigation on the condition of the rail infrastructure;

- 
- cc. if a Respondent identifies any issues which are inconsistent with Transnet's assessment of condition, these issues should be clearly recorded in the Proposal and will be resolved by Transnet and the Preferred Bidder, should the Respondent be selected as Preferred Bidder;
  - dd. the agreed condition of the rail infrastructure would be recorded in a schedule to the Concession Agreement, comprising the agreed base line, which the Concessionaire will be obliged, as a minimum, to maintain at all times for the Concession term;
  - ee. the nature, extent and timing of any upgrading works to the rail infrastructure as identified by the Concessionaire would be recorded, in a schedule to the Concession Agreement;
  - ff. any proposed changes in technical specification to any part of the rail infrastructure, including alignment and gauge would require the prior approval of Transnet;
  - gg. any upgrading works as identified, either at commencement of the Concession term or later, would have to be undertaken by an entity approved by Transnet and at the cost of the Concessionaire;
  - hh. any initial upgrade to the rail infrastructure identified by Transnet will be undertaken by Transnet, either prior to the commencement of the Concession, or during the initial phase of the Concession, depending on circumstances, resource availability and model being pursued.
- iii) planning and undertaking (or procuring the undertaking) of any requisite maintenance works (planned and unplanned) to the rail infrastructure, whether to meet its own Bid proposal requirements, or Rail Safety Regulator requirements, would be at the Concessionaire's own cost.
  - iv) The principal underlying considerations are that–
    - aa. any and all maintenance work to the rail infrastructure be undertaken by any person(s) who are duly certified to carry out such work (whether certified by a recognised industry association, or by Transnet), alternatively are acceptable to Transnet;
    - bb. the Concessionaire will, under the Concession Agreement, furnish its annual planned maintenance programme and report on its implementation of such programme, including any unplanned maintenance work undertaken during the reporting period in question;
    - cc. Transnet would be entitled at periodic intervals not less frequent than one year to undertake an inspection of all or any part of the rail infrastructure to satisfy itself that (i) the agreed base line condition is being maintained, and (ii) that the Concessionaire is adequately carrying out its planned maintenance (and

---

unplanned maintenance programme) as reported, or as required under the Concession Agreement.

- b) to undertake, at its risk and cost, one or more freight rail services;
- c) to procure the operation of a safe, reliable and efficient rail service to meet contracted performance requirements and other objectives of the Concessions Programme; and
- d) to furnish a form of financial security (Performance Bond) to Transnet to underpin the Concessionaire's maintenance obligations and other obligations under the Concession Agreement.

2.3.2 Following selection by Transnet, the Concessionaire will be required to obtain safety permits and any other required licences from the Railway Safety Regulator in terms of the National Railway Safety Regulator Act, 2002 (Act No.16 of 2002), before commencing operations on the Branch Lines.

2.3.3 A concession fee will be payable by the Concessionaire for the right to operate a Branch Line or Branch Line Cluster. The Concessionaire will be required to make the necessary capital investments (where applicable), which would include upgrading and maintaining the railway and other infrastructure assets to Transnet's standards throughout the concession period.

2.3.4 Based on the existing condition and future planned use of the Branch Lines / Branch Line Clusters, Concessionaires will develop and commit to asset maintenance regimes with Transnet. In addition, the Concessionaire will be required to lodge and maintain a performance bond (or other form of security) as security and for the proper maintenance of the capital assets forming part of the Concession over the life of the Concession.

2.3.5 The Concessionaire will assume responsibility, at their own cost, for financing, planning, and operating services on the Branch Lines. The Concessionaire will be required to at least carry specified minimum volumes of freight, and these should be above the existing and projected volumes by TFR, subject to a cap/ceiling at least for the initial phase (first three years) of the Concession, given the current physical or operational constraints.

2.3.6 The Concessionaire will be responsible for paying municipal rates and taxes on leased properties, which must also be maintained to an agreed standard for the duration of the Concession period.

2.3.7 The Concessionaire will provide freight railway services to a range of customers on a common user basis. Services will be operated in accordance with the railway safety management standards set out in South African National Safety Standards (SANS 3000-1:2009).

2.3.8 The Concessionaire will also be required to commit to broad-based black economic empowerment and socio-economic local development obligations as part of the Concession arrangement.

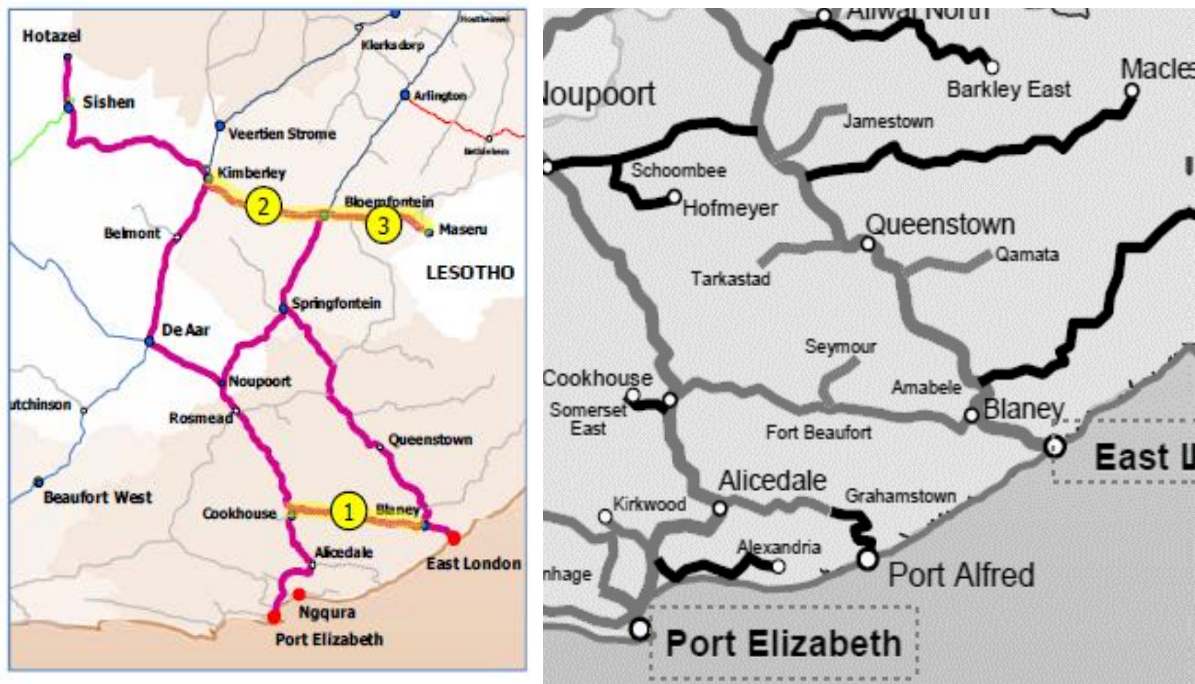
---

## Section 3 - Description of Physical Assets

### 3.1 Branch Line Layout

The Branch Line (BL) along which bidders are called to submit proposals to operate freight train operations is the Cookhouse – Blaney Branch Line.

The map below depicts the location of the Cookhouse – Blaney Branch Line.



### 3.2 Overview of the Cookhouse – Blaney Branch Line

The Cookhouse – Blaney Branch Line traverses two district municipalities, one metropolitan municipality and two local municipalities, *ie* Amathole and Sarah Baartman District Municipalities; and the Buffalo City Metropolitan Municipality in the Eastern Cape. It is located within the Blue Crane Local Municipalities in the towns of Cookhouse and Somerset; and the Raymond Mhlaba Local Municipalities which has jurisdiction over the towns of Alice, Bedford, Adelaide and Fort Beaufort.

The Branch Line commences from the point of origin at Cookhouse and runs for approximately 229 kilometres to the termination point at Blaney where it interfaces with the mainline that runs to East London. The distance from Blaney to East London is approximately 45 kilometres. The Branch Line which falls under the East London depot was closed for railway operations in 2018 by the Railway Safety Regulator (RSR) due to various maintenance concerns.

---

The business community in the region expressed renewed (keen) interest to transport rail friendly cargo by rail between Gqeberha (Port Elizabeth) and East London. This interest aligns with Transnet's role of being a catalyst to the socio-economic development of previously disadvantaged areas like the Eastern Cape.

Transnet responded to the expressed business need by refurbishing the railway infrastructure at a cost of R26 million thus increasing the carrying capacity to 18 tons/axle. The resuscitation of this line will contribute to much needed increase in volumes and revenue; enable production, trade and rural access to markets, thus enhancing regional and global connectivity and integration.

It is envisaged that the line will provide an important in-bound transit on rail between the East London IDZ and the Coega IDZ, as well as create an escape route for the Port Elizabeth main line in case of any incident between Cookhouse and De Aar. The main commodities targeted for movement on this line between East London and Gqeberha are beverages, Fast Moving Consumer Goods (FMCG) and automotive components *etc.* Since the closure of the Branch Line in 2018 to date, rail-friendly cargo has been transported by road trucks between Gqeberha and East London.

The Concessionaire will be required to renew, develop and grow the level of freight services presently targeted by Customers and Transnet on the Cookhouse – Blaney Branch Line. The branch line service will originate on the branch line and terminate at an agreed/nominated end point/marshalling yard/port/terminal, where after Transnet will continue to provide train services from an agreed interface point to the destination point on the Core Network. Transnet will then return empty wagons to the agreed interface point for collection by the Concessionaire.

### **3.3 Infrastructure Condition**

The Cookhouse – Blaney Line fell into a state of disrepair since its closure in 2008, until Transnet commissioned the rehabilitation of the line in 2019. Transnet completed the upgrading of the rail track to an 18.5t per axle loading capacity during 2020.

This branch line which connects two mainlines at East London and Port Elizabeth is approximately 230km in extent with 31 short distanced stations in between. The line has a ruling gradient of 1/35 in both directions with 18.5 ton per axle. The track currently comprises a mixture of 30kg/m and 40kg/m rails on steel and or timber sleepers. The running line speed for the section is limited to 30km/h based on the current state of the line.

The Cookhouse – Blaney rail track traverses through mountainous topography, hence the adopted design consisting predominantly of curves and minimal tangent sections. Such a landscape further introduced into design the existence of embankments, cuttings and bridges. The line has a ruling gradient of 1 in 34, and the maximum permissible axle load for goods wagons is 18.5t. It is non-electrified line and uses the Radio Track Warrant system for train control. The entire Cookhouse – Blaney route comprise of old infrastructure including track components, bridges and culverts.

---

The track infrastructure is currently managed and maintained by the Depot Engineer's Permanent Way staff, comprising a Track Inspector, Plate layers and Track Maintenance Personnel, all based in East London.

**Bidders are encouraged to conduct their own due diligence on the line.**

### **3.4 Cookhouse - Blaney Telecommunications Optic Fibre Project**

TFR has installed optic fiber cables along the Cookhouse-Blaney branch line. The main objective is the provision of railway operation mission critical services (Signalling, shunting, condition assessment and train control Centers). The fiber cable will also enable provision of additional bandwidth required for internal and external telecommunication requirements.

It also forms part of Transnet's CSR impact in communities. It will;

1. Enable broadband connectivity in the communities along the line;
2. Partnership with the CSIR for connecting the Walter Sisulu, Fort Hare and NMMU universities.

The optic fiber will remain with TFR and will not form part of the Concession.

### **3.5 Fencing**

Though being the furthest asset from the railway, fencing is an essential off track infrastructure. Through fencing, a clear boundary demarcating Transnet property is set. Additionally, fencing protects trains from hitting unguarded tamed and wondering wild animals on track. This usually results in third party claims against the Transnet business. Majority of the Cookhouse – Blaney route is unfenced and this becomes riskier in small farming communities or the new village residential areas that were found to be developing closer to the railway periphery. The latter may lead to the public occupying Transnet land illegally. It is therefore, advised that fencing be considered more particularly in existing farming and developing encroaching communities

---

## Section 4 – Operational Capability

### Proposed Operating Model

This sections deals with the current operating model from a Transnet Freight Rail perspective. The operating model is based on the *status quo* and is shared with the Bidders as a basis from which to formulate their bids and proposals.

#### **Key Assumption:**

- Annual Tonnage Estimated: (Year 1) 400 000 tpa ramping up to 800 000 tpa (year 4), from a potential customer who has expressed an interest.
- The running line speed for the section is limited to 30km/h based on the current state of the line.
- Trains per Day: 2 trains of SM/H wagons in the first years of operations until the demand ramp up.
- Train Length: 40 wagons train (loops allowable length).
- Locomotive Type: 34D locomotive class.
- Containers: 20 ft or 40ft similar containers.
- Train Type: Air Brake.
- Rolling stock Major Maintenance Depot and refuelling: Cambridge depot.
- VDU Track Warrant: East London and Port Elizabeth before entering Cookhouse station.
- Processing Terminals – Deal Party Container terminal/ Port Ngqura/ Port of Port Elizabeth and Port of East London.
- There is no dedicated crew for this service yet but the existing East London and Port Elizabeth crews to service the sections.

#### **Operating Model:**

The Operating Model will focus on the following sections of the Operations:

- TFR currently does not have a container terminal in East London, and therefore the Port of East London yard will be used as an off-loading facility.
- The loaded/ empty containers on road trucks arrive at either Deal Party Container terminal/ Port Ngqura/ Port of Port Elizabeth.
- Placement of loaded/empty 40 SM/H wagons train at either Deal Party Container terminal/ Port Ngqura/ Port of Port Elizabeth rail yards.
- Twist locks unlocked.

- 
- Truck aligns with wagon for loading.
  - Reach stacker lift container from truck to wagon, loaded containers are then transferred from road trucks or stacked onto the rail wagons.
  - Train is inspected.
  - Train departs for either port of East London to either Port of Ngqura /Port Elizabeth / Deal party container terminal for off-loading or bidirectional from Deal Party Port of Ngqura /Port Elizabeth / Deal party container terminal to Port of East London.
  - The loaded train is granted permission through the track warrant authorisation system to leave the Port yard to enter the TFR network on the mainline and connect at either Blaney from East London or Cookhouse at Port Elizabeth.

There are numerous loops to allow train crossings at Fort Beaufort (halfway), Eastpoort, Bedford, Adelaide, Alice, Middledrift and King Williams town, this provides the possibilities of future additional rail traffic, including the improvement of the current branch line infrastructure.

### **Feasibility Service Design:**

The service was designed at a feasibility phase, taking into consideration the train movements between the branch line to provide an indication of transit times and resources.

## Feasibility Study

**SERVICE CODE:** TO BE ISSUED

Port Elizabeth

Sector: Containers  
Origin: COOKHOUSE  
Destination: BLANEY  
Freq Cons Size: 1/7 \* 10 Wagons  
Pref: Wagon Type: SM-DUAL, SH-DUAL

BU: Containers and Automotive Business (CAB)  
TDC (Orig): 24:42  
TDC (Dest): 35:21  
T2: 11:00  
Aux Equip:  
Train Name:

Load Time: 24 Hrs  
Unload Time: 24 Hrs

Commodity: P6M CONT OVERMASS >22001KG  
Linked SC:

TAT: 72 Hrs

### Forward leg

Train No	Origin	Frequency SMTWTFS	Depart Time	Arrival Time	Brake Type	Sched Type	Pickup	Setout
3461	COOKHOUSE	==T==	11:00	17:04	A	1	COOKHOUSE	BLANEY

### Return leg

Train No	Origin	Frequency SMTWTFS	Depart Time	Arrival Time	Brake Type	Sched Type	Pickup	Setout
4300	BLANEY	====T==	04:25	10:18	A	1	BLANEY	COOKHOUSE

### CPO

Loaded:
Empty:

### LOCOMOTIVES / PERSONNEL

#### Forward leg

Train No	Change Depot	Loco's Qty & Type	Arrival Time	Depart Time	Supply Depot	Personnel Working
3461	COOKHOUSE	2 X 34D		11:00	SWS	RSM BOOK-OFF BKJ
3461	BLANEY	2 X 34D	17:04			

#### Return leg

Train No	Change Depot	Loco's Qty & Type	Arrival Time	Depart Time	Supply Depot	Personnel Working
4300	BLANEY	2 X 34D		04:25	SWS	RSM BOOK-OFF BKJ
4300	COOKHOUSE	2 X 34D	10:18			

### GENERAL

**Remarks:**

**Wagons:**

**Refuel:**

**Marshall:**

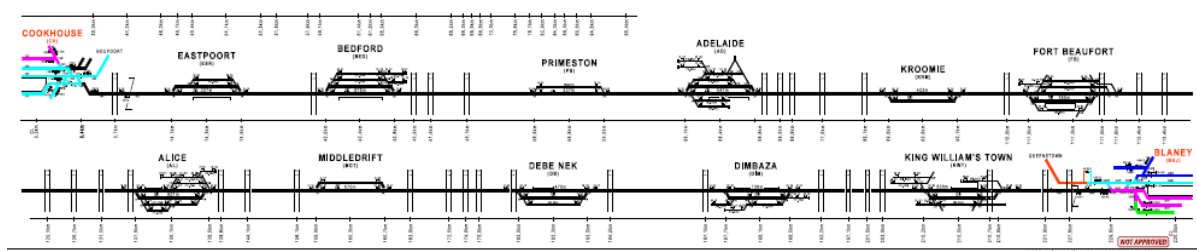
**Loading:**

**Place:** • Origin shunt- 1 x 40 wagons  
• Destination shunt- 1 x 40 wagons

**Safety:** • All role-players are reminded to take necessary precautions to ensure that safety principles are adhered to, which include but not limited to activities during shunting of trains, train handling, marshalling, loading and offloading.  
• Shunting regulations: General and all applicable local Appendixes to be adhered to.

## Section 5 - Railway Land and Properties

It should be noted that certain property assets along the Cookhouse - Blaney branch line permanent way are included in the Concession. Property propositions for adjacent properties may be submitted but will not be awarded under the concessions process unless they are part of a rail operations proposition. A list of stations with train control systems along this Branch Line is provided as Annexure D: Train Control Diagram.



The detailed property diagrams are available and are marked as Annexure E: Property Management Plans in the RFP pack.

Transnet wishes to bring to the attention of the Bidders that between kilometre point 112 and 113 outside of Fort Beaufort there is a community cemetery that is encroaching on the railway reserve on Transnet owned land. This is a sensitive matter which Transnet is actively engaging the Raymond Mhlaba Local Municipality on about the relocation of the graves to an alternative suitable location. In the event that at handover the grave relocation process is not finalised, Transnet will continue to work with the authorities and community to work towards a final solution. Bidders are reminded that this is a culturally sensitive matter which must be treated with due respect and sensitivity.

---

## **Section 6 - Socio – Economic Overview**

Due to low education levels and high poverty rates in the municipalities through which this branch line traverses, enterprise development, skills development and job creation opportunities aimed at especially women and children are important.

This section provides a brief synopsis of prevailing socio-economic dynamics in the municipalities through which the line traverses.

### **Blue Crane Route Local Municipality**

Blue Crane Route Local Municipal area has a number of strategic environment advantages. It contains 97% of natural land, is centrally located between three national parks, contains biodiversity of regional and national significance, can boast incredible scenic beauty, and local conditions present a number of opportunities for renewable energy generation on a large scale. However, the area faces a number of issues such as higher densities of population primarily concentrated in the three urban centres. The low agricultural productivity and carrying capacity of much of the land in the municipality, combined with limited access to water for irrigation, has restricted development of the agricultural economy. The remoteness of the urban centres limits growth of business, services and sectors.

#### **People**

According to 2011 census results Blue Crane Route Local Municipality has a total population estimated at 36 002 persons, of which 59,0 % are black African, 33,0% are coloured people and the rest are white people, and Indian/Asian. Of those aged 20 years and older 7,6% have completed primary school, 38,1% have some secondary education, 18,9% have completed matric, and 6,8% have some form of higher education. 10,5% of those aged 20 years and older have no form of schooling. Xhosa is the most widely used language in the region at 50,1%, with Afrikaans not far behind at 42,1%. Only 3,3% of the residents have English as their first language.

#### **Living Conditions**

There are 9 761 households in the municipality with an average household size of 3,5 persons per household. There are 51,5% of households that have access to piped water inside dwelling/institution; 40,0% have water in their yard and 3,5% of households do not have access piped water. Households that have access to electricity make up 86,9%.

#### **Economic Conditions**

There is 10 734 people who are economically active (employed or unemployed but looking for work); of these 30,7 % are unemployed. Of the 4 884 economically active youth (15–35 years) in the area, 40,0 % are unemployed.

---

## Buffalo City Metropolitan Municipality

Buffalo City Metropolitan Municipality is in the **Amathole District** of the Eastern Cape Province, on the eastern coast of South Africa. Consisting of the towns of East London, King William's Town, Mdantsane, Zwelitsha and Bhisho. There are 223 568 households in the municipality, with an average household size of 3,2 persons per household. Just under half of all households (45,8%) are headed by females. Just over half of all households (52,6%) have access to piped water that is accessible from within the dwelling. Buffalo City Metropolitan Municipality has a strong manufacturing base, with a prominent automobile industry. In terms of the labour market for the municipality as a whole, 35,1% of the 285 223 economically active individuals (i.e., those who are employed or unemployed but looking for work) are unemployed. Of the 135 753 economically active youth (15–35 years) in the municipality.

## Raymond Mhlaba LM

Raymond Mhlaba Local Municipality was established in 2016 and is made of now disestablished Local Councils of Nkonkobe and Nxuba. Alice town is a legislative seat and Fort Beaufort is the administrative head of the municipality. The 2019 IHS Markit Regional eXplorer indicates that the total population in Raymond Mhlaba Municipality is 162 000. The municipality has 23 wards; and it is dominated by large populace which is indigent. The majority of the population of Raymond Mhlaba of just over 70% resides in both villages and farms, and minorities are located in urban dwellings. Urbanisation is mainly concentrated in Alice, Fort Beaufort, Adelaide and Bedford.

In 2019, population consisted of 91.39% African (148 000), 1.63% White (2 360), 7% Coloured (11 200), 0.26% Asian/Indian 0, 19 % (440) people. The largest share of population is within the young working age category (25-44 years) with a total number of 46 200 or 28.5% of the total population. The age category with the second largest number of people is babies and kids (0-14 years) with a total share of 27.3%, followed by the older working age (45-64 years) with 33 000 people. The age category with the least number of people is the retired / old age (65 years and older) with only 14 500 people.

The Raymond Mhlaba Local Municipality's economy is made up of various industries namely, community services, agriculture, finance, trade, transport etc. The upper poverty line is defined by StatsSA as the level of consumption at which individuals are able to purchase both sufficient food and non-food items without sacrificing one for the other. Using the upper poverty line definition 117 000 people were living in poverty in 2019, across Raymond Mhlaba Local Municipality - this is 1.33% lower than the 118 000 in 2009.

The municipality had a total number of 26 300 people unemployed which is an increase of 11 500 from 14 800 in 2009. The total number of unemployed people within Raymond Mhlaba Municipality constitutes 28.14% of the total number of unemployed people in Amathole District Municipality.

---

*Source: Raymond Mhlaba LM IDP 2021/22*