

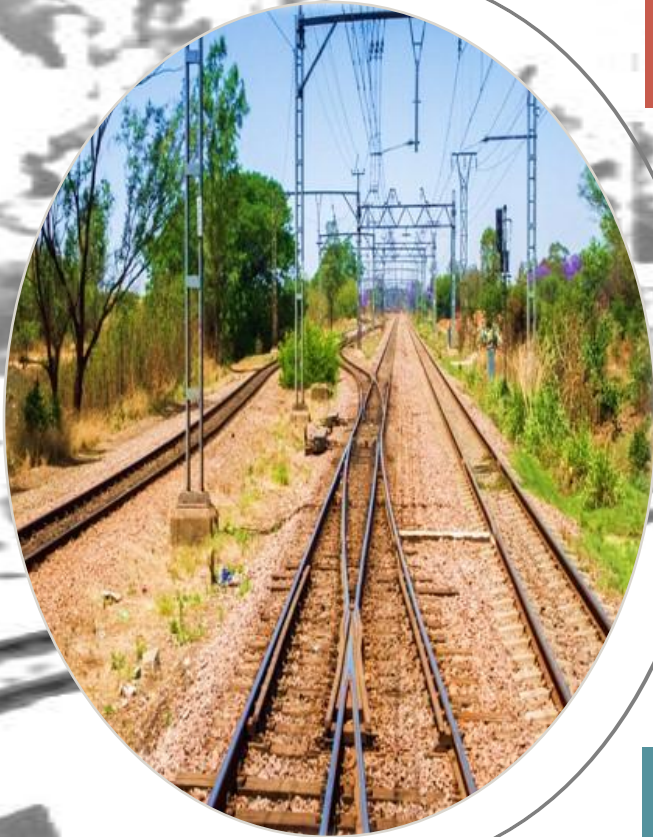


Concession of TRIM B-Network in the Eastern Region

Online Site Visit

29 June 2026

Contents



3

Opening & Welcome

4

House Rules

5

Purpose

6

RFP Timeline – Reminder for the bidders

7

Rules for Physical Site Inspection

8-28

Overview of Rosemead - Klipplaat – Uitenhage Branch Line.

29

Questions and Answers

30

Thank you

Opening & Welcome



House Rules

Concession of TRIM B-Network in the Region

- The online site visit session will be recorded.
- Minutes will be shared upon request.
- Bidders are required to write Company name and Email address in the chat box upon joining the session.
- Presentation will be shared upon request.
- Q&A session will be conducted at the end of the presentation. Bidders are however, required to submit their questions in writing on the chat to receive a formal response.
- Response to clarification questions will be published on the National Treasury Portal.

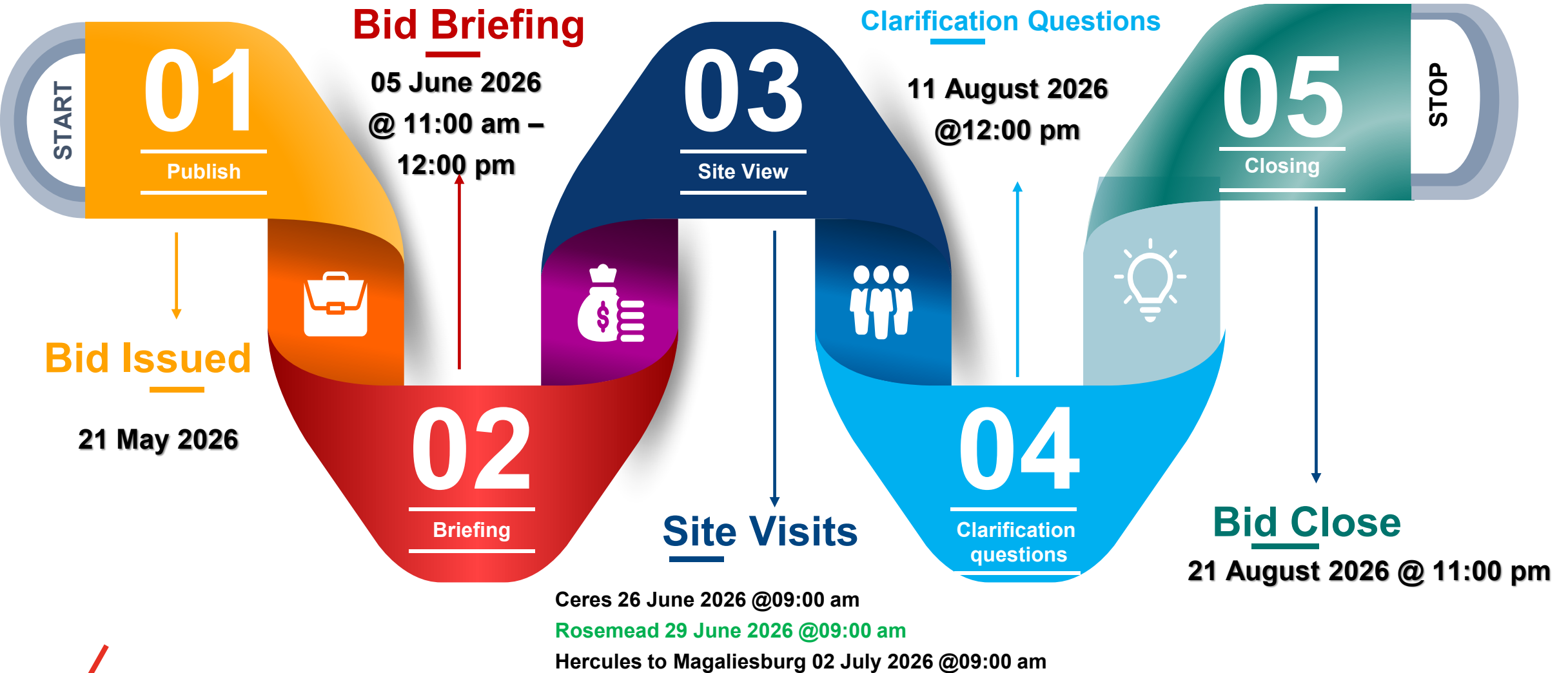
Purpose

- Give an overview on the B-Network Line site visit process for revenue generating B-Network Lines.
- Provide facility overview information on the specific B-Network Lines namely:

Rosemead - Klipplaat - Uitenhage Branch Line.

- Inform bidders on the proceedings of how the physical site inspection will be conducted.
- Explain how the clarification questions will be answered prior to bid close.

RFP Timelines



Rules for the Physical Site Visit

Documentation

- ID copy
- Passport
- Company Confirmation letter of the attendees

Bidder's Rules

- 3 members from each company.
- Companies may visit 2 (two) times before closing date.
- No firearms or harmful equipment and chemicals are allowed on the premises.
- Bidders to conduct the site visit at their own costs.



Bidder's notice

- TRIM will open the facility for bidders to conduct their own due diligence.
- Rosemead will be open for 3 weeks from **06 – 24 July 2026** during weekdays.
- Bidders to send TRIM a list of names of the people attending the site 3 days before the site visit date.
- Bidder's to submit their questions 3 days before the site visit.
- Mandatory PPE or no access will be granted.e.g. Vest and safety boots.

B-Network Line

Rosemead - Klipplaat - Uitenhage Branch Line.

Section 1: Description of Physical Assets

- 1.1 Branch Line Layout
- 1.2 Overview of the BL – Rosmead – Klipplaat - Uitenhage Branch Line
- 1.3 Infrastructure Condition (**Bidders are encouraged to conduct their own due diligence on the line.**)

Section 1: Description of Physical Assets

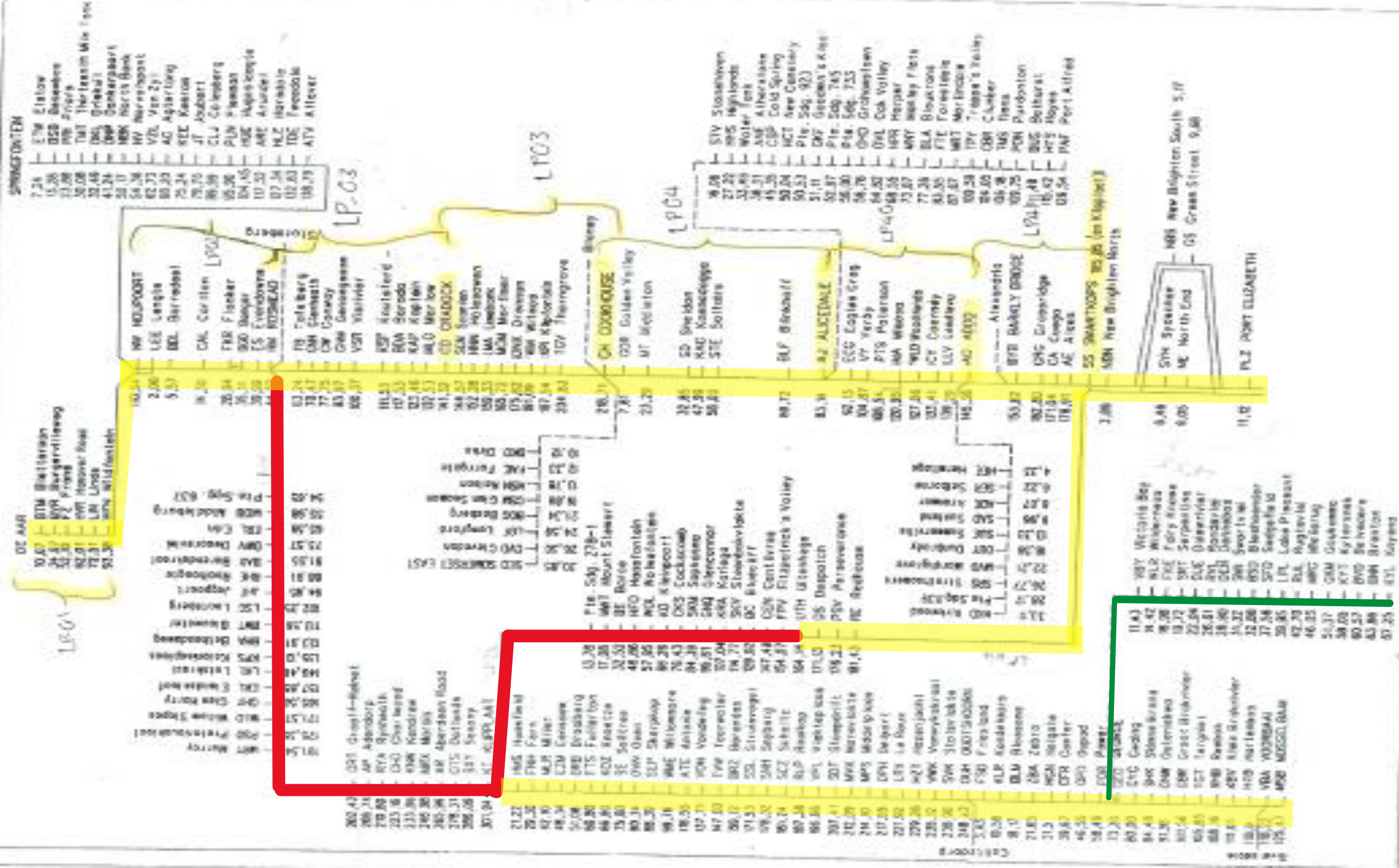
1.1 Branch Line Layout

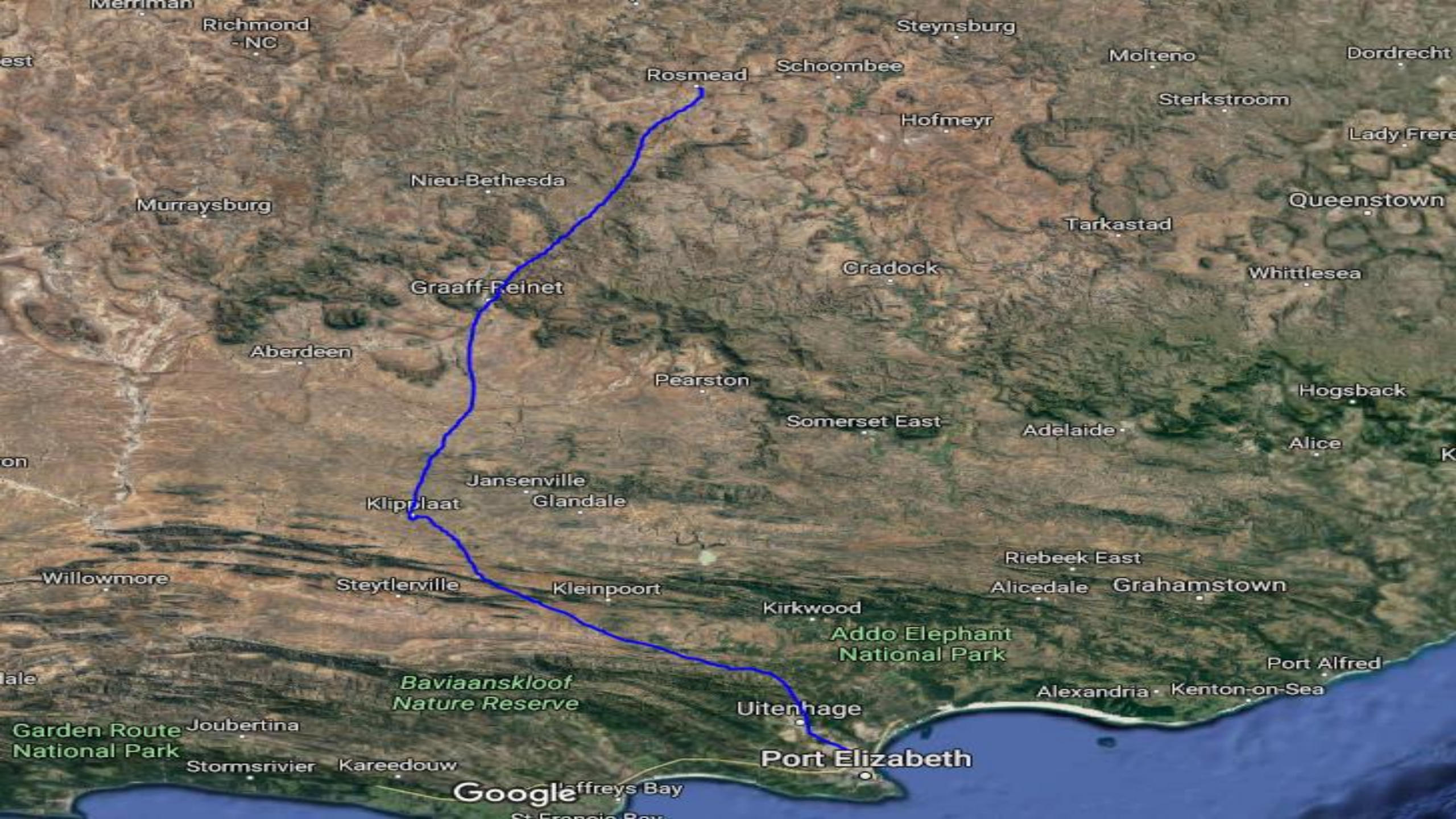
- Corridor length: Approximately 422 Km (Rosmead – Uitenhage)
- Key Section:
 - Rosmead – Klipplaat
 - Klipplaat – Uitenhage
- Key Nodes:
 - Rosmead – Trim mainline connection (Mainline running from De Aar to Port Elizabeth, Connection to the Noupoort – Springfontien line)
 - “Graaf-Reinet”
 - Klipplaat – Intermediate point (Branches out towards Mosselbaai, which further has a branch out to the George – Knysna line, Voorbaai – Riversdale line)
 - Uitenhage – Trim mainline connection via Swartkops
- Current operational status
 - Rosmead – Klipplaat: Closed/Non-operational
 - Klipplaat – Uitenhage: Closed/Non-operational

Breakdown of section from Rosmead to Uitenhage

Section	Km from	Km to	Track length (Km)
Rosmead – Middleburg	44,52	55,98	11,46
Middleburg – Graaf Reinet	55,98	202,42	146,44
Graaf Reinet – Klipplaat	202,42	301,94	99,52
Klipplaat - Uitenhage	0,00	164,14	164,14
		Total	421,56

Infrastructure South Zone





1.2 Overview of the branch line Rosmead – Klipplaat – Uitenhage

The railway from Port Elizabeth (Swartkops) was extended inland to Uitenhage and Klipplaat as early as the 1870s and further connected to Graaff-Reinet and beyond to the interior.

The primary purpose of the line was to support:

- Agricultural exports (wool, mohair, ostrich products)
- Movement of goods to the Port of Port Elizabeth
- Low density freight volumes,
- Farmers in the Karoo region to access export markets efficiently, significantly boosting regional economic activity

Over time, due to declining volumes and increasing maintenance requirements, large portions of the corridor have become non-operational, with minimal or no traffic recorded over the past two decades. The infrastructure has not been maintained to operational standards as a result, leading to environmental and geotechnical degradation.

Strategic Junction Node - Klipplaar

Klipplaar was historically a major railway junction, linking:

- The Port Elizabeth corridor
- Inland routes toward Graaff-Reinet, Middelburg and Rosmead
- Routes towards Mosselbaai

The line was once part of a multi-directional network, not a dead-end branch

It functioned as:

- A logistics hub
- A crew and maintenance center
- A traffic interchange point

Strategic Junction Node - Rosmead

Rosmead is an important junction node linking multiple railway systems:

- Midland system
- Western system
- Eastern system

This positioning makes Rosmead a strategic rail interchange point for long-distance freight movement

Over time, several factors contributed to the decline of the corridor such as:

- Shift from rail to road freight
- Reduced maintenance investment
- Environmental/Natural events

By the early 2000s, significant portions of the line were no longer operational, junction towns lost economic relevance.

Despite low usage historically, branch lines are critical for:

- Connecting rural production zones
- Feeding freight into main corridors
- Supporting regional development

Uitenhage Industrial Context

Uitenhage (Kariega) is one of the key industrial centres in the Eastern Cape, home to:

- Major automotive manufacturing (Volkswagen plant)
- Good Year (temporarily closed)

This creates potential for:

- Component transport
- Finished vehicle logistics
- Containerised freight

Connectivity to Ports

The line ultimately connects into:

- Port of PE
- Port of Ngqura
- By extension, the port of EL and Mosselbaai

These ports support:

- Container exports
- Automotive exports
- Bulk and general freight

The corridor has direct linkage to global trade routes

1.3 Infrastructure Condition

General observations are summarized below: it can be said though that most of the line is still intact, with the main infrastructure still in place. With the main activities being the repair of the washaway areas and the removal of rocks on the line.

Access along the railway line:

Access to the railway line is done via access roads which ideally run parallel to the railway line. It has been observed that these require attention to improve maintenance inspection capabilities. The roads have not been used for some time and are encroached by vegetation, and the ride quality has deteriorated.



Vegetation on the track:

As a result of the line not being operational for an extended period, large trees have grown in the track and are encroaching over the track. A large concentration of the overgrown trees were observed in and around Graaf – Reinet.



Substructure:

Problems with the substructure are mostly observed during operations, in particular, formation failure, since there are no operations on the line, this is not something easily picked up. It has, however, been observed that there are burrows in the embankments, which could affect the stability of the track these parts of the embankment will need to be reinstated, and protection systems against further burrowing to be put in place. In other instances, such as where big trees are growing on the track, there may be a need to excavate out the tree and fill it with appropriate layers of formation material.

Some of the embankments contain ash material, and it is also observed that the material is being removed from the track. It is suggested that in such areas close to communities, the material be removed and replaced with more suitable formation material.



Washaways:

Washaways were observed on multiple areas on the line, and these need to be addressed before any operations can begin on the line. An assessment of the catchment areas needs to be done, to determine if any systems need to be put in place where the washaways have occurred.



Drainage:

Cutt- off drains along the track need to be reinstated, this is to be done along the entire line where necessary, as it has been observed that, in parts where the cut off drain was not sufficient, the track became compromised in terms of ballast wash of, and formation washaways.

It was observed that the catchwater water drains need to be reinstated.



Cuttings:

The cuttings need maintenance in terms of reinstating the table drains and cutoff drains at the top of the cuttings.

In large, an assessment of the cuttings for erosion and rockfall potential needs to be done, as it is observed that rock fall is a problem which is experienced on the route and erosion on the cutting faces which soil build up on the track.



Bridges and Culverts:

No structural damage was observed on the bridges and culverts, yet principal inspection will be required to be done to ensure the integrity of the bridges and culverts on the line. Some work around the bridges will need to be done as the ash material around the bridge has been excavated by the community next to the railway line. Scouring at some of the culverts was observed. Scouring protection to be done.



Database of farmers/stakeholders:

There are multiple farms, private and public properties in which the railway line interacts with, such that you may have to traverse through the farm to gain access to the rail reserve, and as such, it is important to have and maintain a working relationship with the different stakeholders.

It has further been observed that a number of these properties have got fences and gates running across the track and thus obstructing the railway line, this is due to the observation that there have been no operations on the railway line for years.



Level Crossings:

Due to the line not being operational for a period, principle, physical and risk assessments will need to be done on the level crossings. This will then be used to determine which aspects of the level crossings need to be improved, replaced and maintained.

Illegal level crossings have been observed as well, in such instances, the level crossings will need to be reviewed and an application to be done with the RSR to formalize them if all criteria is met.



Superstructure:

- Rails – The rails along the line are still in good condition, mostly attributed to there being no operations on the line.
- Sleepers and Fastenings – The line consists of different sleeper types (concrete, steel and wooden sleepers). Depending on the operations which are planned for the line, the main thing is to replace the rotten/ broken wooden sleepers.
- Ballast – Ballast needs to be replenished in certain areas along the line. And in areas where washaways have occurred and have just washed off the ballast, ballast top ups need to happen.
- Alignment – The alignment on the track needs to be maintained, this can be done using a tamping machine.



Track Geometry:

Due to the underlying formation and drainage failures, the track geometry has deteriorated significantly.

Over 2,000 C-exceedance defects were recorded across the corridor.

These include:

- Alignment defects
- Twist defects
- Gauge irregularities

Such defects indicate immediate safety risks and the inability to safely operate trains without intervention.

Stations and Signaling:

Approximately 42 stations using the points indicators signaling system require:

- Inspection
- Rehabilitation
- Full system reinstatement

Telecommunications systems, including high sites, also require refurbishment.

The Link

[Rosemead B-Network Line](#)



TRANSNET



rail infrastructure
manager

THANK YOU