



Concession of TRIM B-Network in the Western Central Region

Site Visit for Ceres Wolseley to Port Alfred Hamlet Branch Line.

26 June 2026

Contents



2

Contents Slide

3

Opening and Welcoming

4

House Rules

5

Purpose

6

RFP Timeline reminder

7

Rules for Physical Site Inspection

8 -19

Overview of Ceres Wolseley – Port Alferd Hemelt

20

Questions and Answers together with link to teams.



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.

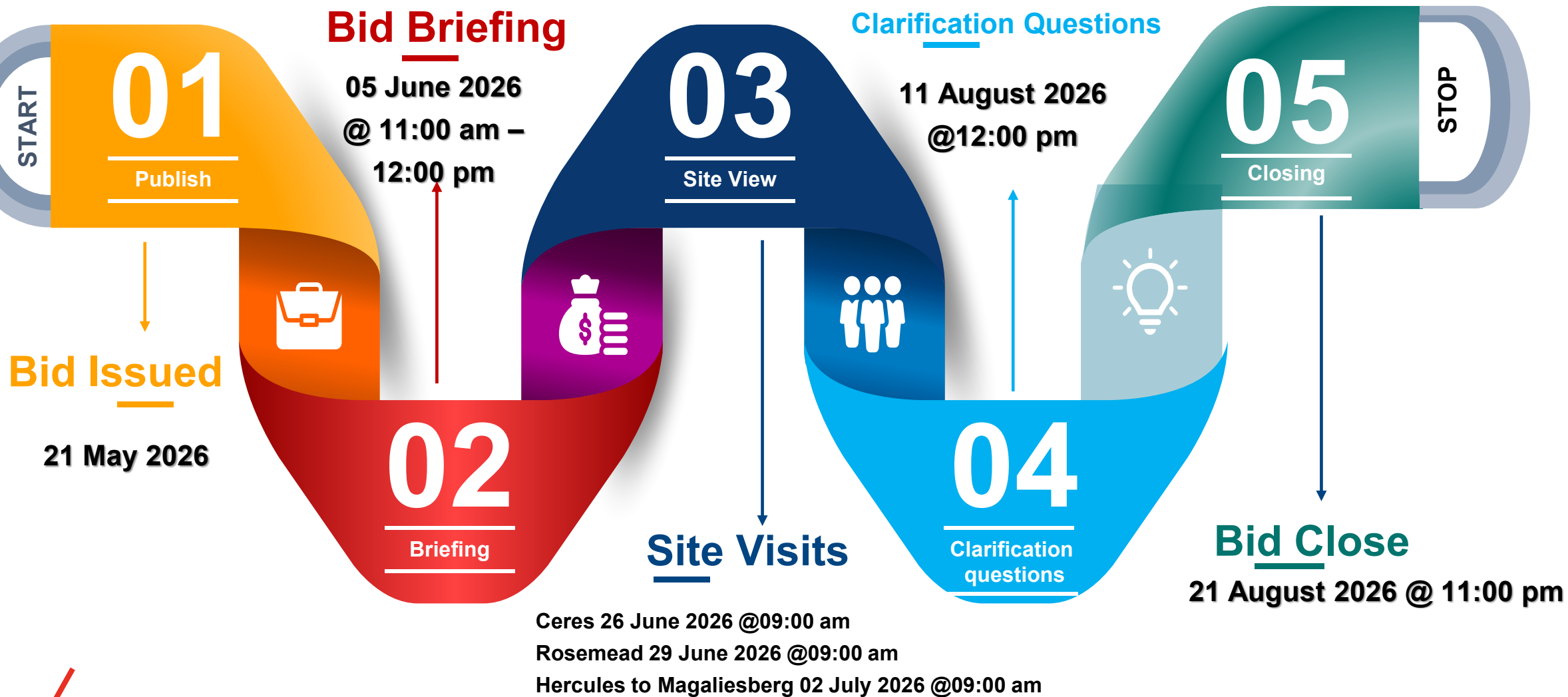
Purpose

- 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:

Ceres Wolseley to Port Alfred Hamlet 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 the site 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.
- Harties and Ceres will be open for 2 weeks from **06 - 17 July 2026** during weekdays.
- 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.
- Bidders to submit their site plan 3 days before the site visit to allow TRIM to plan allocation of time that will be required on site.
- Mandatory PPE or no access will be granted. E.g. Vest and safety boots.

B-Network Overview - Ceres Wolseley to Port Alfred Hamlet Branch Line



B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Section 1: Description of Physical Assets

- 1.1 Overview of the Wolseley – P.A Hamlet Branch Line**
- 1.2 Branch Line Layout**
- 1.3 Infrastructure Condition**

Section 2: Operational Capability

- 2.1 Proposed Operating Model**
- 2.2 Operating Model**
- 2.3 Feasibility Service Design:**

Section 3: Physical site Inspection

- 3.1 Rules**

B-Network Line

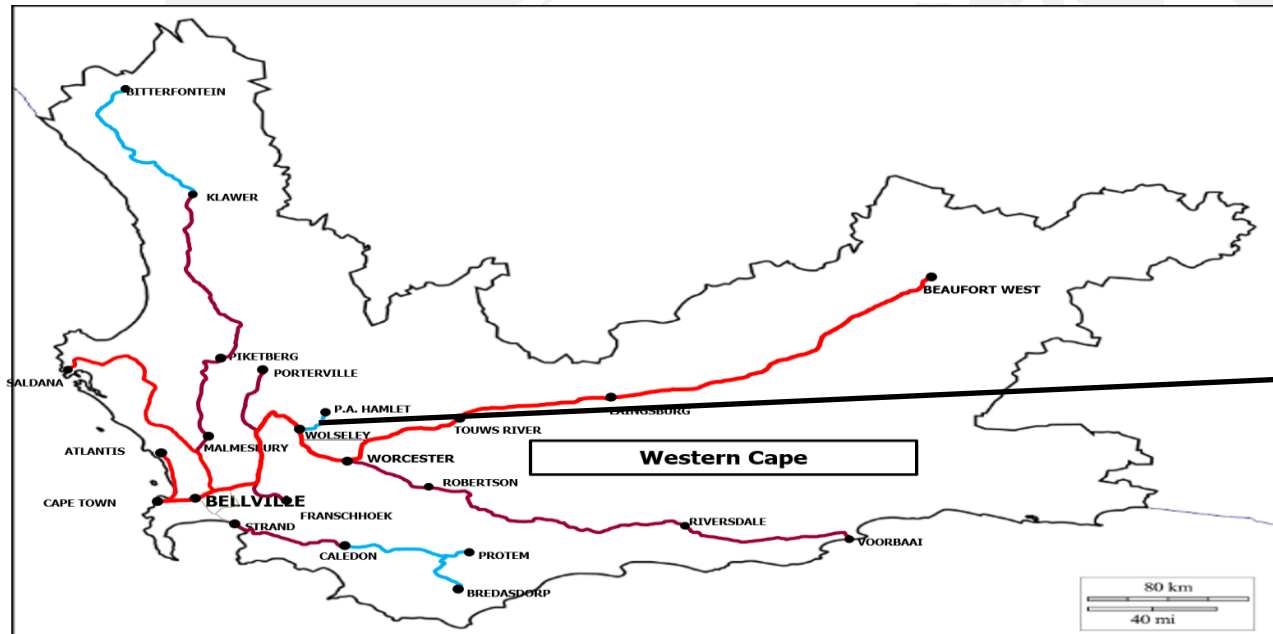
Wolseley to Port Alfred Hamlet Branch Line.

Section 1: Description of Physical Assets

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Overview of Wolseley - Port Alfred Hamlet



Main Function Location
Wolseley, Ceres and PA Hamlet
Overall Distance = 26,80km
Section Speed = 15km/h
Passenger: CERES
Commodity: Fruits
Infrastructure:
Sleepers = Steel, Wood
Rails = 30kg/m
Classification = 16T/Axle

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Layout of Wolseley - Port Alfred Hamlet



B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Infrastructure Condition images



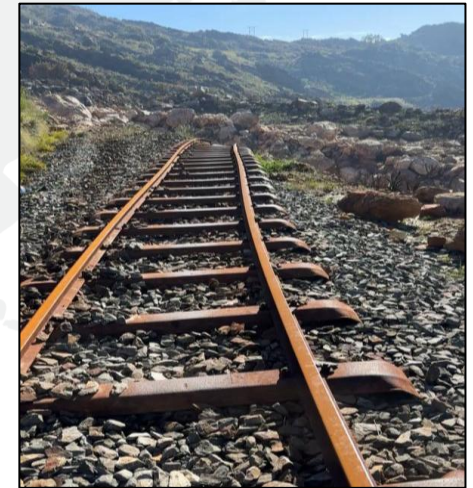
Washaway Point:
Track covered in mud and rocks



Deposition track:



Washed Away Track Hanging down the embankment



Track washed away and deformed.

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Infrastructure Condition

Track Condition

The track condition ranges from poor to failed with extensive flood related damage, ballast contamination, formation instability and rockfall hazards. Several section visually in gauge but are not operationally safe due to loss of formation support and drainage conditions

Key Defects Identified:

- Severe rail buckling and loss of gauge.
- Formation failure and unsupported sleepers
- Ballast loss and sand inundation
- Ballast contamination and drainage failure.
- Rockfall and boulder obstruction.
- Corrosion of track components
- Shoulder collapse and loss of lateral restraints

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Infrastructure Condition

Drainage Condition

The drainage system across the assessed section. Evidence indicates a major flash flood/debris flow event that overwhelmed existing drainage capacity. Significant erosion, sediment deposition and formation damages observed throughout

Key Defects Identified:

- Failure of cross-drainage infrastructure.
- Absence of effective side drains
- Uncontrolled overland flow
- Flow inundation and sediment deposition
- Embankment erosion and scour

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Infrastructure Condition

Embankment and Cutting Condition

The embankment and cutting infrastructure are in a critical failed condition with extensive erosion, embankment collapse, landslide deposition, active cutting instability and significant rockfall hazards comprising the integrity of the rail corridor

Key Defects Identified:

- Embankment shoulder failure
- Major embankment breach
- Landslide and debris flow damage
- Cutting face instability
- Rockfall hazard.
- Flood scour and debris channelling.
- Slope wash and formation contamination

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Infrastructure Condition

Current Status

- The railway line is non-operational due to washaway that occurred during the floods.
- 80% of the original track remains, making 20% of the line unusable due to washaway damages

Key Issues

- **Rails & Sleepers:** Aged infrastructure requiring full rehabilitation.
- **Ballast & Substructure:** Degraded due to exposure, erosion & washaway.
- **Drainage Systems:** Potential blockages increasing risk of washouts
- **Culverts:** Require structural assessment after years of neglect.
- **Security Risk:** Remaining track at high risk of further theft and vandalism.

Rehabilitation Requirements

- **Full track reconstruction:** New rails, sleepers, ballast, and fastenings.
- **Drainage repairs:** Clearing and restoring water flow systems.
- Rebuild the embankment and cutting that was washed away.
- **Security measures:** Prevent further asset loss.
- **Vegetation & groundworks:** Clearing and stabilizing the track bed

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Section 2: Operational Capacity

B-Network Line

Wolseley to Port Alfred Hamlet Branch Line.

Operational Capability

Proposed Operating Model:
None.

Operating Model:
Movement of goods between Wolseley and Ceres station.

Feasibility Service Design:
Movement of 2 trains per day.

B-Network Line

Questions and Answers

The link

[Ceres B-Network Line](#)



TRANSNET



rail infrastructure
manager

THANK YOU

