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

### **Concession Information Overview**

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**ADDO–KIRKWOOD CONCESSION TO INTEGRATE TERMINAL  
DEVELOPMENT, BRANCH LINE NETWORK AND TRAIN  
OPERATIONS OF THE ADDO-KIRKWOORD BRANCH LINE FOR  
A PERIOD OF UP TO TWENTY (25) YEARS.**

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

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### 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: Terminal Development – Addo – Kirkwood 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: Terminal Development – Addo – Kirkwood Branch Line and for no other purpose.

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# 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, and although some private entities and foreign 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 or for foreign railways 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.

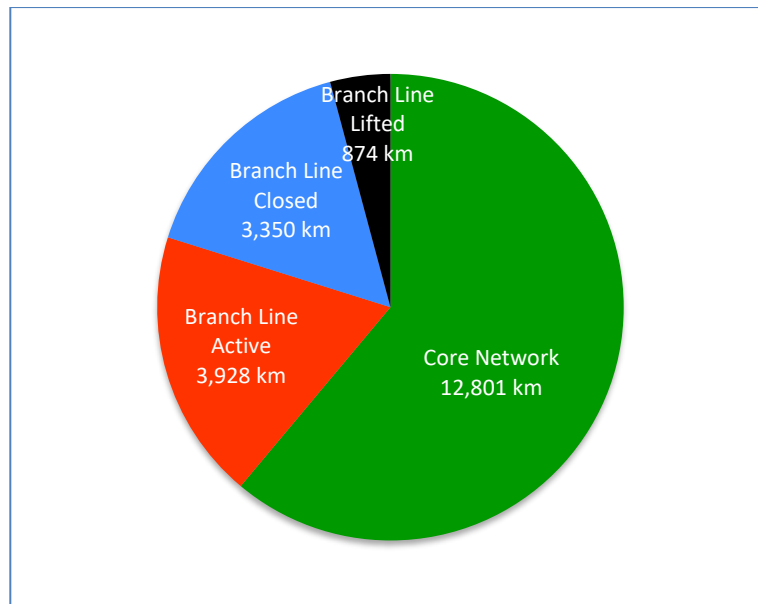


Figure 1: Transnet's Branch Line and Core Network Length



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

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It should be noted that certain property assets along each Branch Line permanent way will form part of the Concessions, while there may also be other adjacent property assets associated with some of the Branch Lines that will be made available for leasing at an additional cost to the concessionaire.

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## 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 funding, designing, building, maintaining, operating and transfer of one or more terminals and the Addo – Kirkwood Branch Line operations.
- 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;

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- 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



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- 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

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- (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;

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- 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

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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.

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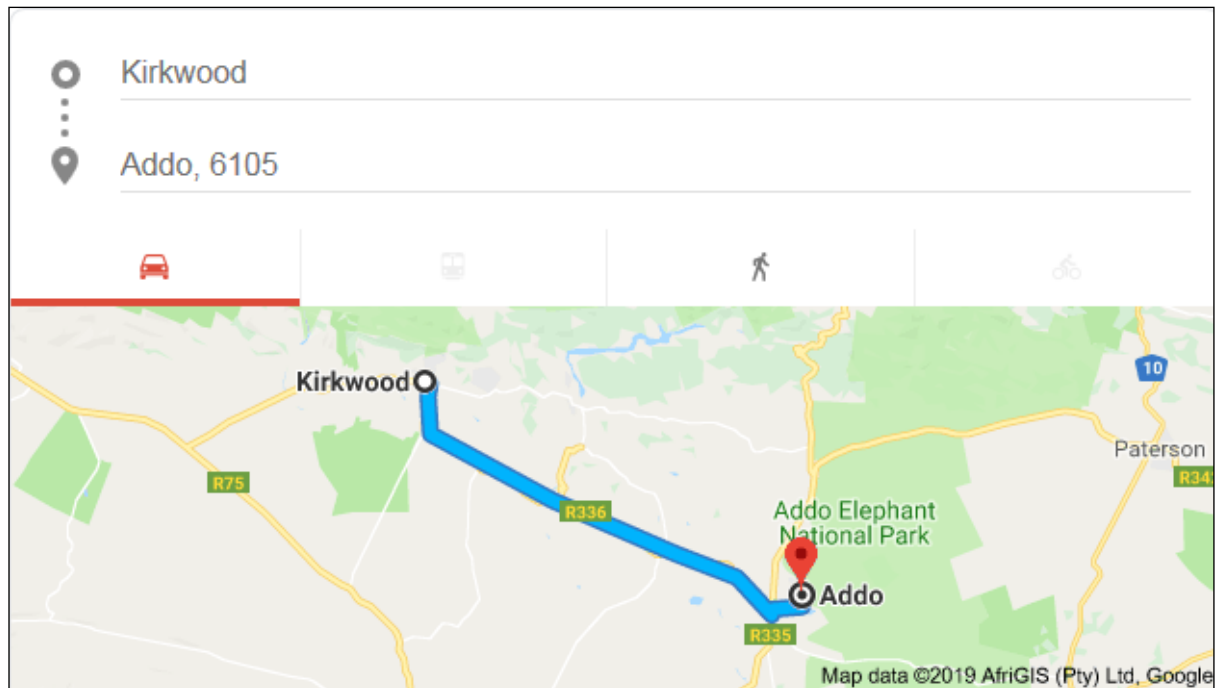
## Section 3 – Addo – Kirkwood Branch Line

### 3 Description of Physical Assets

#### 3.1 Branch Line Layout

The Branch Line (BL) along which bidders are called to submit proposals to Fund, Design, Build, Operate, Maintain and Transfer terminal/s is the Addo – Kirkwood Branch Line.

The map below depicts the location of the Addo – Kirkwood Branch Line.



ADDO – KIRKWOOD MAP

#### 3.2 Overview of Business Dimensions – Addo - Kirkwood Rail Line

3.2.1 The Addo – Kirkwood Branch Line is located within the Sundays River Local Municipality in the Port Elizabeth area of the Eastern Cape Province.

3.2.2 The Sundays River Valley is one of the three citrus producing and export corridors in South Africa. The produce from this corridor is export through the Port of Ngqura and Port of Elizabeth.

3.2.3 The Branch Line commences from the point of origin at Kirkwood and runs for approximately 37 kilometres to the termination point at Addo where it interfaces with the mainline that runs to Port Elizabeth. The distance from Addo to Port Elizabeth (Gqeberha) is 83 kilometres.

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- 3.2.4 The main commodity that moved on this line was citrus until operations terminated in 2005.
  - 3.2.5 Sundays River Citrus Company (SRCC), the biggest citrus grower in South Africa moved their produce for the export market exclusively on rail along this Branch Line since the company's inception in 1924 until rail operations terminated in 2015.
  - 3.2.6 Since the closure of the Branch Line in 2005 to date, citrus has been transported by road trucks from the Sundays River Valley area to the ports in Port Elizabeth for export to various destinations such as USA, Russia, Middle East and the Far East.
  - 3.2.7 The Concessionaire will be required, as a minimum, to maintain the frequency and level of freight services presently being provided by Transnet on the Kirkwood Rail Line. The branch line service will originate on the branch line and terminate at the Addo Marshalling Yard, where after Transnet will continue to provide all train marshalling and haulage services for the Concessionaire from the Addo Marshalling Yard to the destination point on the Core Network. Transnet will then return empty wagons to the Addo Marshalling Yard for collection by the Concessionaire.

### **3.3 Infrastructure Condition**

3.3.1 The Addo – Kirkwood Branch Line fell into a state of disrepair since its closure in 2005, until Transnet commissioned the rehabilitation of the line in 2019

3.3.2 Transnet completed the upgrading of the rail track to an 18.5t per axle loading in 2019. The upgrade allows for improved efficiencies and cycle times.

3.3.3 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 Port Elizabeth.

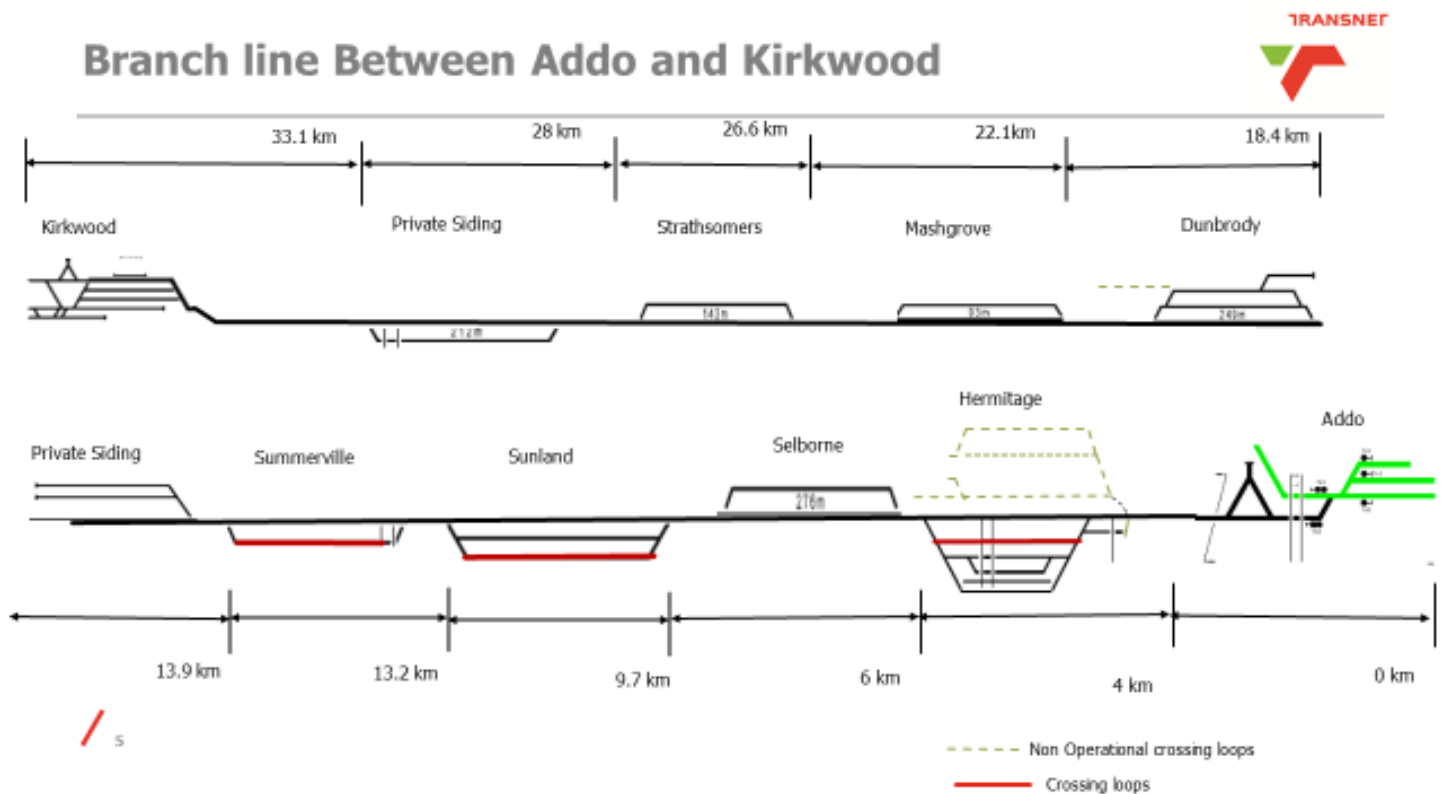
### 3.4 Future Predictions of the Citrus Industry

The table below depicts citrus projections between 2019 and 2022

2019 - 2022 Citrus Export Production Forecast											
LEMONS 15KG EQV.											
Cga Region	2015	2016	2017	2018 Est.	2019 Est.	Ha <4 Yrs	Ha Total	% Ha <4 Yrs	% Vol Increase	Vol Increase	Est. 2022
Unknown											
Boland	1 106 061	1 145 041	1 245 776	1 204 228	850 000	804	1 287	63%	100%	1 200 000	2 500 000
Burgersfort		11 000	54 000	33 000	40 000						50 000
E. Cape Midlands	507 040	485 867	520 620	448 256	470 000	148	358	41%	60%	250 000	750 000
Hoedspruit	776 728	605 079	1 323 589	1 328 404	1 400 000	595	1 343	44%	80%	1 000 000	2 400 000
Letsitele	223 255	214 509	357 069	408 932	530 000	356	530	67%	120%	500 000	900 000
Limpopo River	317 603	365 465	449 364	481 996	500 000	350	653	54%	80%	375 000	850 000
Nelspruit	583 325	550 000	790 000	631 000	750 000	347	741	47%	80%	650 000	1 450 000
Nkwaleni	178 616	190 729	312 154	344 773	400 000	102	366	28%	50%	175 000	600 000
Onderberg	32 289	27 059	17 864	63 210	70 000	107	140	77%	125%	75 000	140 000
Oranje Rivier	83 390	88 642	133 445	77 311	115 000	47	231	20%	30%	25 000	100 000
Patensie	653 680	697 924	889 202	869 187	950 000	563	818	69%	150%	1 250 000	2 250 000
Pongola	67 469	76 025	112 722	85 871	90 000	9	56	15%	18%	15 000	100 000
S.R. Valley	7 472 164	6 892 776	8 158 094	8 719 979	10 000 000	2 049	4 914	42%	80%	7 000 000	15 000 000
Senwes	2 145 261	2 803 165	3 662 220	4 138 023	4 200 000	823	2 225	37%	60%	2 500 000	6 500 000

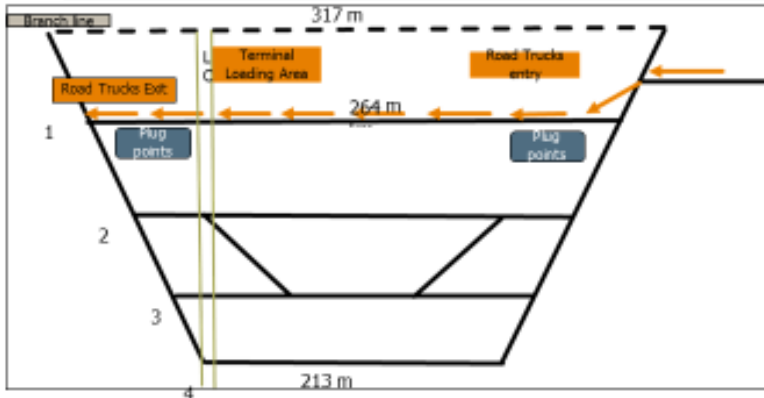
### 3.5 Proposed Operating Model

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





## Identified Terminal Hermitage Station



### Infrastructure Characteristics

- The branch line is 317 km that can take up to 22 wagons train. The line can be used for train consolidation.
- Line No.1 in the station is a crossing loop formation that can be used as the processing line.
- The line is 264 km and can accommodate up to 19 wagons train if the load is allowed to stand at the shunting neck that extends from line.
- Line No.4 is as a can be used to enter the station from Kirkwood area to turn around to the branch line and connect to the 20 loaded wagons. It is 213 km in length.

### Operational Characteristics

- TFR 35 D loco's places 20 empty wagons on line No.1 up to the shunting leg entry point.
- The road trucks will enter the station next to the 1<sup>st</sup> level crossing and exit through the second level crossing.
- The reach stacker can be used as to load the containers from the road trucks unto the wagons.
- Once loaded the it will be consolidated with the loaded train from Kirkwood area on the Branch line and depart to the mainline at Addo to the Port.

### Additional

- The Station is not fenced
- In between line 1 and the branch line there is a platform that can be demolished to create more space for the road trucks and off loading equipment movements.
- Plug points will be fitted few meters apart, this is to enable the loading and offloading of trains with minimum delays

## Capacity Analysis and Resource Requirements



### Addo - Kirkwood Rail Volume Capacity Requirement

Input factors									
Pay Load (tonnes)									
Container Dead Weight (tonnes)									
SMR Wagon Dead Weight (tonnes)									
Optimal train consist									
Max train consist									
Working days P.A.									
Tonnes per SMU - 23 (tare)									
Ruling Gradient		1 in 50/5	Addo - Kirkwood	1 in 66/8	Kirkwood - Addo				
VOLUME RAMP UP PLAN									
	2021		2022		2023		2024		
Based on	Based on 35 Wagon	Based on 50 Wagon	Based on 35 Wagon	Based on 50 Wagon	Based on 35 Wagon	Based on 50 Wagon	Based on 35 Wagon	Based on 50 Wagon	
Volume Demand Per Annum (FBL)	13000	13000	17000	17000	20000	20000	25000	25000	
Volume Demand Per Annum (tonnes)	338 000	338 000	442 000	442 000	520 000	520 000	650 000	650 000	
Tonnes per day (Payload)	1690.00	1690.00	2210.00	2210.00	2600.00	2600.00	3250.00	3250.00	
Number of containers required per day	70.43	70.43	82.08	82.08	108.33	108.33	135.43	135.43	
Number of trains required per day at an optimal ops	2.01	1.41	2.63	1.84	3.16	2.17	3.87	2.74	
Loaded Train (Payload + Container Tare + Wagon Tare)	1690	2400							
Empty Train (Container Tare + Wagon Tare)	1690								

### Running Time

Estimated Travel Time per Train

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=

=

Total Distance / Track Rated Speed

1.07 Addo to Kirkwood

1.07 Kirkwood to Addo

1.33 Addo - Ngqura

3.47 TOTAL DISTANCE

# Capacity Analysis and Resource Requirements



	35 wagon	50 wagon
Hours of Operation/day (1 hr idle per shift)	21	21
Days of operation/annum	200	200
Off Loading Time at Port of Ngquga (hrs)	4	6
Loading Time at Kirkwood and Hermitage (hrs)	4	6
Process time at Ngquga terminal yard	2	2
Shunting at Addo	0	0.3
Compelling/ Consolidation train time & brake testing	0.3	1
Working Shifts per Day	3	Shifts
Hours per Shift	8	Hours
Break Time per Shift	30	Minutes
Lunch Time per Shift	30	Minutes
Customer Demand per Day	0	Trains
Forward Cycle Time	8.4	11.07
Return Cycle Time	8.7	13.07
TAT	17.1	24.13 hours
	0.71	1.01 days

Total Cycle Time per Train (hours)	Loading Time + Travel Time + Off-loading Time + Shunting Time + Train compelling time at Her & Coupling time+ Brake Testing time	
	35 Wagon	13.77
	50 Wagon	18.47



Total cycle time is based on the smooth running operations and factored that the plugs are extended at the port at 55% accuracy.

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### 3.6 Properties

It should be noted that certain property assets along the Addo – Kirkwood Branch Line permanent way are included in the Concession. The stations which form part of the concession are as follows:

- Kirkwood
- Dunbrody
- Sunland
- Selborne
- Summerville
- Hermitage

Information with detailed property descriptions and layout diagrams form part of this document as an Annexure

Property propositions for adjacent land parcels and/or properties along the Addo – Kirkwood Branch Line can be submitted but will not be awarded under the concessions process unless they are part of a rail operations proposition.