

The B-Network Lines for Phase 1 advertised 21 May 2026 for Wolseley – Port Alfred Helmet, Rosemead - Uitenhage and Hercules to Magaliesburg

Questions from the bidders

1. Would we be able to request a letter from Transnet to give us access to inspect the lines as s as many farmers have closed access?

Answer:

- Yes, bidders will be afforded an opportunity to access the lines and conduct their own assessments of the lines to support their bids. The dates communicated during the briefing sessions as dates for the site visits will now be used to provide further technical information about the lines and more information about when and how the bidders can access the lines to conduct their own assessments.
- The dates for the online sessions are as follows:
 - Ceres 26 June 2026 @09:00 am
 - Rosemead 29 June 2026 @09:00 am
 - Hercules to Magaliesburg 02 July 2026 @09:00 am
- Each session will be scheduled for approximately three (3) hours to allow sufficient time to engage on technical, operational, and access-related matters.
- It is the responsibility of the bidder to follow the relevant steps to notify TRIM of their interest to be part of the online sessions via the published email address.
- Where access support is required for inspections, TRIM will provide guidance on the appropriate process for access only.
- These additional visits are at the discretion of bidders.

2. What Stakeholder engagements have Transnet Rail Infrastructure Manager performed on the three lines before taking this to the market?

Answer:

- Prior to taking the three lines to market, Transnet Rail Infrastructure Manager (TRIM) undertook a combination of internal assessments and stakeholder engagements to evaluate the viability and market appetite for these opportunities.
- This included engagements with various market participants who expressed interest in the potential use, rehabilitation, and commercialisation of the lines. These engagements provided valuable insights into market demand, potential business opportunities, and investor appetite.
- TRIM also engaged relevant internal stakeholders to assess the status, constraints, and opportunities associated with each line.

- These engagements helped identify key considerations relating to infrastructure condition, operational feasibility, access constraints, and commercial potential.
- The decision to take the three lines to market was informed by both the level of market interest and TRIM's strategic objective to unlock economic activity, improve asset utilisation, and attract private sector participation.

3. The previous approved Branch Line Concession strategy by the Minister (at the time DPE), acknowledged that the unused lines only costs TRIM money and that the concession will be primarily to create economic activity on the line and to reduce the costs that Transnet must spend on all closed lines? Have this now changed?

Answer:

- No, this position has not changed. The primary objectives remain to stimulate economic activity along the lines, enable productive use of underutilised rail infrastructure, and reduce the financial burden associated with maintaining closed or inactive lines.
- In addition, the current approach seeks to unlock sustainable commercial and revenue-generating opportunities for TRIM while supporting broader economic development objectives.

4. Will TRIM ensure free occupation of the line - on the Hercules Magalies line the lines at Jasmyn the owner covered the line and build parking area and loading for the restaurant over the line - also Peaconwood Golf Estate encroaches and use part of the line for access to the private school?

Answer:

- Any matters relating to land ownership, occupation and encroachments will be addressed through the appropriate Transnet governance and approval processes, in consultation with relevant internal functions.
- Bidders should take note of existing encroachments and occupation risks as part of their due diligence and line assessments.
- Where material encroachments impact operations or concession feasibility, such matters will be addressed in accordance with applicable governance and contractual provisions, in partnership with the winning bidder.

5. How will site visits be conducted on long sections like Rosmead. Will there be a trolley trip as part of the site visit?

Answer:

- Due to extensive vegetation growth and washaways along the branch line, it will not be possible to conduct inspections using a trolley. As a result, vehicles will be

required to travel along accessible sections of the route, with detailed inspections being carried out on foot where necessary.

- It should be noted that certain areas may be inaccessible even by vehicle due to the absence of access roads, severe washaways, dense vegetation, or other terrain-related constraints. In such instances, the bidder should consider alternative inspection methods, such as the use of drones or other suitable technologies, to assess the condition of the railway infrastructure where physical access is not feasible.

6. Why Safety Hard hats? no overheads and the TRIM maintenance teams are not even issued with this?

Answer:

- Transnet is committed to maintaining the highest safety standards for both employees and visitors across all operational sites.
- While hard hats may not be mandatory in all inspection areas, they are recommended as additional protective equipment depending on site-specific risk conditions.
- The minimum mandatory personal protective equipment (PPE) for site access includes safety boots and reflective vests/jackets.
- Failure to comply with the minimum PPE requirements may result in access to site being denied.