



## **The completion of the MR 559 bridge expedites the Tippler 3 Project**

The completion of the MR 559 bridge ahead of schedule will fast track Transnet's Tippler 3 installation at the Port of Saldanha, which has been earmarked as one of the mega-projects in the country.

The bridge, along MR 559 is part of the provincial road and is the main arterial between Langebaan and Saldanha. The extension of this bridge was required to accommodate new rail lines, conveyors and service roads between Tippler 3 and the port.

The project was executed through a Joint Venture (JV) partnership between WBHO and Thekwane Holdings (a 100% black-owned enterprise) known as Sisonke JV. With ORO Projects an Enterprise and Supplier Development sub-contractor, reconstructing the bridge within budget.

Through the adherence to safety precautions, the team spent 2 million hours on the extension of the bridge and completed it without any Loss of Life Incidents.

At an estimated cost of R 3 067 billion, this project is part of Transnet's plans to secure and sustain the country's throughput of iron ore export volumes at 60 million tons per annum. Currently, the Port of Saldanha operates two Tipplers (T1 and T2) with Tippler 1, installed in 1996 nearing the end of its lifespan and Tippler 2 soon to undergo a midlife refurbishment programme. These Tipplers have served the company well as iron ore volumes increased from 33Mtpa in 2008 to 58Mtpa by 2014.

The new tippler and its positioner, which arrived at the port in October 2018, will be used to empty wagons that are loaded with iron ore by tipping them.

The iron ore export volumes are transported to the Port of Saldanha via the 860 kilometre railway line from the mines in the Sishen and Postmasburg areas of the Northern Cape.

The Tippler 3 project will also include a host of new infrastructure changes to the existing operational set-up to provide a functional third tippler capability that is integrated with the existing rail and ports system.

The project also comprises of new buildings, service roads, bridges, railway lines, conveyers and lighting and bulk electrical supply infrastructure. Some of the project milestones completed include, the vault and the conveyor tunnel. All this work is progressing within a narrow rail corridor west of the Saldanha steel premises.

To fast-track the completion of the project, the team has already relocated the existing Eskom high voltage overhead lines to accommodate the construction of the road, railway lines, and conveyor systems between Tippler 3 and the port.

## **The Tippler and its Positioner**

In what has been described as a very complex and calculated methods of transporting heavy-loads, the tippler, weighing 285 ton was discharged and transported to the iron ore terminal, operated by Transnet Port Terminals in the port.

The new tippler and its positioner arrived in South Africa through the Port of Saldanha last year by a heavy list charter vessel suitable and self-g geared for the dispatching of such heavy equipment.

Transnet Acting Group Chief Executive Mr. Tau Morwe said: "Having this kind of equipment delivered to the port tells a story of how Transnet has maintained its pit-to-port service offering. A new tippler will not only provide iron ore export security to the country but has the potential to provide additional capacity for future demand."

"The amount of preparation and skills that goes into both the construction and installation of the tippler should not go unnoticed in our country. This project has also required that a number of operating divisions within Transnet work together to make sure that this is a success. We are excited to have reached such a milestone and we want to position this as a country's success more than that of Transnet," added Morwe.

#### **Editors' Notes:**

#### **Transportation of the Tippler**

The components of the tippler were moved and delivered by a skilled task-team at Transnet. It took about five days to move this heavy equipment.

The tippler traveled for 3 km at 5km/h from the multi-purpose terminal to the port gate, with travel time estimated at a total of 3 hours. The transportation also included a railway line crossing where a temporary bridge was assembled.

The tippler also moved under a live 66Kva Eskom line at 13.7 metres with a clearance of 2.13m between the load and line. The success of this meticulous transportation required skillful and experienced personnel, which was constantly on stand-by to execute this task.

Ends.

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#### **About Transnet**

Transnet is wholly owned by the Government of the Republic of South Africa. The company is uniquely positioned to provide integrated, seamless transport solutions for its customers in

the bulk and manufacturing sectors. This is part of its drive to improve the efficiency and competitiveness of the South African economy.

Transnet has five operating divisions:

**Transnet Freight Rail** transports bulk and containerised freight along 20 500 kilometres of which 1 500 kilometres comprises rail networks heavy haul lines for export coal and export iron ore.

**Transnet Engineering** manufactures and maintains rolling stock. It consists of eight product-focused business units which provide services ranging from rolling stock refurbishment, conversion and upgrades, to the manufacturing of locomotives, coaches and wagons.

**Transnet National Ports Authority** is responsible for the safe, efficient and effective functioning of the national ports system, which it manages in a landlord capacity. The National Ports Authority is also a provider of port infrastructure and marine services at all commercial ports in South Africa.

**Transnet Port Terminals** owns and operates 16 cargo terminal operations situated at seven South African ports. It provides cargo-handling services for the container, bulk, automotive and break-bulk sectors.

**Transnet Pipelines** transports a range of petroleum products and gas through 3 000 kilometres of underground pipelines, which traverse five provinces, thereby ensuring the security of supply of petroleum products to the inland market, especially Gauteng. Transnet Pipelines is gearing itself for full commissioning of the new Multi-Product Pipeline.

***Specialist units:***

**Transnet Capital Projects** manages our largest capital projects;

**Transnet Foundation** is responsible for executing our Corporate Social Investment initiatives.

**Transnet Property** manages our property portfolio.