

## NETWORK ACCESS APPLICATION FORM

**IMPORTANT NOTICE:** This document contains Personal Information as defined in the Protection of Personal Information Act, 2013 (POPIA). All personal information contained herein will be processed, protected and stored in accordance with all the conditions and requirements of the POPIA Act.

### 1. APPLICANT INFORMATION AND SERVICES REQUIRED

Note: *All the required Annexures and Forms specified in the Draft Network Statement must also be completed (in addition to this Network Access Application Form).*

#### 1.1 Applicant Details

<b>Applicant Name</b>	
<b>Applicant Website</b>	
<b>Company Registration Number</b>	
<b>Physical Address</b>	
<b>Building Number</b>	
<b>Building Name</b>	
<b>Street</b>	
<b>City</b>	
<b>Primary Company Contact Person</b>	
<b>Surname</b>	
<b>Name</b>	
<b>Contact Number</b>	
<b>E-Mail Address</b>	

#### 1.2 Rail Network Slot / Route Details Applied For

Note: *This Network Access Application Form must be completed for each route in case of multiple route applications.*

<b>Route Origin (Station/Yard/Siding)</b>	
<b>Route Origin Siding Number</b>	
<b>Route Destination (Station/Yard/Siding)</b>	
<ul style="list-style-type: none"> <li>• <i>For Import/export destination, the TOC must ensure that they have the necessary loading/ offloading capacity.</i></li> <li>• <i>For cross-boarder traffic proper clearance will be required</i></li> </ul>	
<b>Route Destination Siding Number</b>	
<b>Frequency required for the forward leg</b>	
<b>Frequency required for the return leg</b>	

<b>Slot Request Period:</b> <b>Starting Date</b> (YYYY/MM/DD)	
<b>Slot Request Period:</b> <b>Completion Date</b> (YYYY/MM/DD)	

**2. TRAIN CONFIGURATION AND OPERATING SPECIFICATIONS**

**2.1 Applicant 's Train Configuration Details**

**Note:** One application form for network capacity must be completed for each route applied for\_(specify all the required information listed below for each section of the route where possible)

<b>Traction Type</b>	Diesel <input type="checkbox"/> Electric AC 25KV <input type="checkbox"/> Dual Voltage (DC 3KV/AC 25KV) <input type="checkbox"/> Electric DC 3KV <input type="checkbox"/> AC 50KV <input type="checkbox"/> Diesel/Electric <input type="checkbox"/>
<b>Locomotive Details</b>	
<b>Locomotive Class</b> <i>Are you going to use the same loco class for the entire route?" Yes or No.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<ul style="list-style-type: none"> <li>If Yes then indicate one locomotive class</li> <li>If No then indicate multiple locomotive classes</li> </ul>	
<b>Locomotive Type</b> <i>(Diesel or Electric or Diesel/Electric)</i>	
<b>Gross Locomotive Mass</b>	
<b>Locomotive Consist</b> <i>(how many locomotives per type will run in a consist, consist composition description)</i>	
<b>Maximum Power Usage of Locomotive Consist in kW-hours</b> <i>(for electrical locomotives)</i>	
<b>Traction Power per locomotive type used</b> <i>(in Kilonewton)</i>	
<b>Wagon Details</b>	
<b>Wagon Type</b> <i>Are you going to use the same types of wagons for the entire route?" Yes or No.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/>
<ul style="list-style-type: none"> <li>If Yes then indicate one wagon type.</li> <li>If No then indicate multiple wagon types.</li> </ul>	
<b>Wagon Length</b> <i>of each Wagon Type Used</i>	
<b>Wagon Tare</b> <i>of each Wagon Type Used</i>	
<b>Wagon Payload</b> <i>of each Wagon Type Used</i>	
<b>Number of Wagons per train</b>	

<b>List of Applicant's Rolling Stock Maintenance Depots and their locations</b>		
<b>Train Details</b>		
<b>Train Length</b> <i>Are you going to have the same train length for the entire route?" Yes or No.</i> <ul style="list-style-type: none"> <li>If Yes indicate one train length.</li> <li>If No indicate the multiple train lengths.</li> </ul>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<b>Maximum Train Length (meters)</b>		
<b>Minimum Train Length (meters)</b>		
<b>Gross Train Mass in tons</b>		
<b>Train Type</b> ( <i>Freight, Passenger</i> )		
<b>Brake Type</b> ( <i>Airbrake, Vacuum Brake, Dual</i> )	Airbrake <input type="checkbox"/>	Vacuum Brake <input type="checkbox"/> Dual <input type="checkbox"/>

## 2.2 Commodity Details

<b>Commodities to be Transported</b>		
<b>Commodity Type</b>	General <input type="checkbox"/>	Block <input type="checkbox"/>
<b>Commodities to be Transported</b> <i>(Full description of the commodity)</i>		
<b>Volumes Forecast</b>	<b>Unit of Measure (Tons)</b>	
	<b>Daily volumes</b>	
	<b>Weekly volumes</b>	
	<b>Monthly volumes</b>	
	<b>Quarterly volumes</b>	
	<b>Annual volumes</b>	
<b>UIC Commodity Codes</b>		
<b>Consignment Details</b> <i>"Please provide details of the commodity to be railed, stating commodity grade, commodity handling requirements, any safety risks related to handling or railing this commodity, any auxiliary equipment and applicable licenses required for this commodity"</i> <b>* Please provide proof of application with RSR.</b>		
<b>Specify Commodity Environmental Risks</b> <i>Please indicate the Annexures submitted</i>	Safety Management Plan <input type="checkbox"/>	Environmental Management Plan <input type="checkbox"/> Risk Analysis <input type="checkbox"/>
<b>Dangerous/ Abnormal Loads Goods Details</b> <i>Include the relevant information: Consigner, Consignee, Cargo/ Freight Name, Frequency of Transportation, Quantity to be transported / TEU, Dispatching and Receiving Destination(s), Train Drivers - Hazmat Awareness Competent</i>	Safety Data Sheet <input type="checkbox"/>	Police Explosive Permit <input type="checkbox"/>

### 2.3 ***Applicant 's Operating Characteristics and Requirements***

Note: ***All the information in this section is tentative subject to Service Design consultation with the IM.***

<b>Description of the Crewing Methodology used by the Applicant</b> <i>(e.g Book-off, cross point working, round trip working etc..)</i>			
<b>Ancillary services required</b>	Access to locomotive refuelling depot. <input type="checkbox"/>	Access to ICT (Fibre) <input type="checkbox"/>	Access to waiting areas/lounges and ablution facilities <input type="checkbox"/>
	Access to cleaning and washing facilities (Rolling Stock) <input type="checkbox"/>	Access to Freight terminals <input type="checkbox"/>	Access to Storage sidings/rail yards/line (offering parking areas for Trains, rail wagons and Locomotives) <input type="checkbox"/>
	Access to Rail Yard facilities (electricity charging, water, access to maintenance depot next to yard, etc.) <input type="checkbox"/>	Leasing of siding, vacant properties and associated facility <input type="checkbox"/>	Way Leave <input type="checkbox"/>
	Other (please specify) <input type="checkbox"/>		
<b>List of En Route Train Configuration Changes</b> <i>(e.g. en route locations where train length will change, where train will be split or combined, etc.)</i>			
<b>Applicant Operating Hours</b> <i>(HH:MM)</i> <i>"Please provide details of your siding operation and handling methodology (per siding) - please list any constraints on siding operations for specific times of the day and week (e.g. no lighting at night or half-shift working on week-ends, etc.), maximum sizes of wagon batches that can be accepted and handled per time period, loading and off-loading equipment to be used, and minimum / maximum loading and off-loading capacities and tempos"</i>	<b>Days of week</b>	<b>Open</b>	<b>Closed</b>
	Monday		
	Tuesday		
	Wednesday		
	Thursday		
	Friday		
	Saturday		
	Sunday		
	Public Holiday		
<b>Rail Yard and Capacity required</b> <i>(for all relevant yards on the route)</i>			

### 3. EN ROUTE STOPPAGE POINT DETAILS

Location	Reason for Stoppage <i>(select from below list)</i>	Required Stoppage Time Duration <i>(HH:MM)</i>	Brief details about the required stoppage at each enroute location


**List of Possible Intermediate Stoppage Points Reasons** (Note: This list is not exhaustive)

- |  |
|--|
| 1. Stop to change traction (including attaching / detaching locomotives)           |
| 2. Stop to re-man crew   |
| 3. Stop to re-fuel locomotive  |
| 4. Stop for technical inspection/examination                                       |
| 5. Stop to change train configuration (split wagon blocks or combine wagon blocks) |
| 6. Stop to attach and/or detach wagons   |
| 7. Stop to attach/detach banking locomotives                                       |
| 8. Stop to change locomotives from one end of the train to the other               |
| 9. Stop to let train in reverse direction pass (on single line)                    |
| 10. Stop for any other operational reasons   |

Applicant Track Access Charge Payment Method	
<b>Payment Method</b>	Credit Guarantee <input type="checkbox"/> Cash Payment <input type="checkbox"/>

TRIM Bank Account Details  
 Bank: Rand Merchant Bank  
 Account Name: Transnet Rail Infrastructure Manager Trade Receivable  
 Account no: 63100763324  
 Branch Name and no: Johannesburg 255005

Terms of Service: I agree to comply with the terms and conditions governing this application process as outlined in the Network Statement