TRAIN DERAILMENT ON THE COAL LINE A CAUSE FOR CONCERN

[Johannesburg; 06 July 2021] On Saturday the 3rd of July 2021 at 12:26pm, a loaded export coal train with 208 wagons derailed at Dassieshoogte, near Vryheid on its way to Richards Bay. A total of 30 wagons derailed. Fortunately, no injuries were sustained by train crew or any other party. The last time a derailment occurred in this spot was in 2009, a long, clean record of operation.

This derailment is the 2nd significant derailment on the coal line since the beginning of this financial year. Though the frequency is not high, these derailments have severe consequences for the SA coal value chain, our customers, Transnet and the SA economy at large.

We were pleased to declare line 2 safe for the running of trains at around 15:00 on Sunday, 4 July 2021, albeit with a speed restriction. The next few days will see us operating a single line for approximately 11km. Transnet is working around the clock to clear the balance of the wagons so that the repair work can commence on line 1.

Transnet wishes to thank our recovery crews on an expedient and sterling piece of work done thus far.

On Sunday, the Group Chief Executive, Portia Derby, the Freight Rail Chief Executive Sizakele Mzimela, together with teams who are responsible for the incident investigation, including Technology Management and Transnet Engineering, visited the site at Dassieshoogte.

The aim was to create a sense of urgency towards identifying the root cause of this derailment, engage with employees at shop floor while showing support to the teams during this time. Transnet is also reviewing all derailments experienced in recent months, to identify trends with respect to causes and contributing factors.

What is clear to us is that things have to change. There are serious risks in a recovery system based on emergency procurement, which may be open to abuse not only internally, but by suppliers who benefit from such incidents occurring. As part of addressing this challenge, we will be insourcing more of this work, and reducing our reliance on external service providers.
This is the operating model Transnet had used many years ago, which was subsequently changed over the years. Much of this skill is still available within the organisation and needs to be utilised more optimally.

We will additionally be requiring proper certification of partners at our facilities. Not only must our partners be suitably qualified, they must be contractually accountable for non-performance. This should ensure a more transparent and accountable relationship between all the role players responsible for the success of these corridors.

We are progressing well with setting up new structures that have been introduced in order to see increased authority to Corridor Executives and their leadership teams. The aim is to increase accountability whilst increasing the speed of execution.

**Issued on behalf of Transnet SOC Ltd By:**

Ayanda Shezi, Spokesperson.

[Ayanda.shezi@transnet.net](mailto:Ayanda.shezi@transnet.net)

For Media Enquiries please contact,

Nompumelelo Kunene

[Nompumelelo.kunene2@transnet.net](mailto:Nompumelelo.kunene2@transnet.net) 066 484 5522