

## **TRANSNET COMMENCES WITH SALE OF SLOTS TO THIRD-PARTY OPERATORS**

**1 April 2022**

Transnet SOC Ltd. ("Transnet") has today (1 April 2022) opened the sale of slots on two key corridors on its rail network, and is inviting interested and qualifying operators to respond. This is a significant step in the rail reform process, and advances the increased use of rail for the transportation of freight, as envisaged in the Draft White Paper on the National Rail Policy (2017).

Transnet has prioritised the Container Corridor (Gauteng to Durban) and the South Corridor (Gauteng to East London) for this first phase of third party access, for a 24-month period between 2022 and 2024 .

The two corridors are key for South Africa's main growth sectors, particularly manufacturing, the automotive industry and agriculture. The Container Corridor links the Port of Durban to the Gauteng economic hub through an extensive rail network of roughly 714km. The railway connection between Transnet's container terminals in the Port of Durban and Transnet's inland terminals in City Deep, Kascon, Pretcon, Kaalfontein, and several accredited private sidings in Gauteng, are crucial to expanding the custom bonded facilities network beyond the port. This is critical to supply chain efficiencies and reducing congestion in the Port of Durban. The South Corridor provides a strategic route between Gauteng and the ports of East London and indirectly Port Elizabeth, that can be customised and configured to suit the unique requirements of the rapidly expanding agricultural and automotive sectors.

The system will operate by means of slots (temporary occupation of sections of the network to enable end to end passage of a train), with Transnet Freight Rail (TFR) retaining ownership of the network.

The sale of slots to third-party operators expands the access that Transnet already grants to PRASA, approved Branch Line Operators, the luxury hospitality services provided by Rovos Rail and the Blue Train and Steam Train Operators to the rail network.

-ENDS-

**Note to Editors:**

South Africa's Draft White Paper on National Rail Policy (NRP, 2017) positions access to Third (3rd) Party Operators to the TFR railway infrastructure network as the crux of South Africa's rail reform. Post the introduction of 3rd party operators, TFR's mandate will be infrastructure custodianship, with rail operations conducted by TFR as the dominant operator, together with 3rd Party operators to whom TFR will grant access to its infrastructure.

Through the NRP (2017), the South African Department of Transport (DoT) sets out a policy direction for the adjustment of institutional arrangements to promote investment in the national railway, and position rail as the backbone of the country's freight logistics and passenger mobility systems by 2050. The NRP (2017) further propagates the establishment of a Single Transport Economic Regulator to oversee and regulate access arrangements, train path allocation and access fees, amongst other regulatory roles.

**ENDS****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:**

Khululwa Magazi

[khululwa.magazi@transnet.net](mailto:khululwa.magazi@transnet.net) / [mediadesk@transnet.net](mailto:mediadesk@transnet.net)