

Network Register June 2026

Transnet Rail Infrastructure Manager

Applicable for the 2026/27 timetable

NOTE: Applicants use as a guide to apply for capacity allocation in the relevant Network Statement and timetable period, subject to tariff adjustments by the Department of Transport.

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1. PURPOSE

This Network Register (NR) constitutes an Annexure to and is published with and as part of the Transnet Rail Infrastructure Manager's (TRIM's) Network Statement to which it is annexed as **Annexure 33**. This NR is issued by TRIM to meet the requirements of the National Rail Policy (NRP) and the ERT Act., and sets out the criteria followed and applied by TRIM in relation to: (i) the determination of the total rail capacity of the Network as declared by TRIM taking into account asset condition assessments of the Network and other relevant factors; and (ii) the allocation of capacity in the Network to successful Applicants. Applicants¹ may approach TRIM for details of the relevant network assessment reports following a process for their release.

The Network Statement (Chapter 4.5.1) provides details of the principles and criteria that TRIM applies in allocating capacity to Applicants who meet the minimum requirements as set out in the Network Statement.

2. VALIDITY

This **Network Register** is annexed (**Annexure 33**) to the 4th version of the Network Statement and is valid in line with the applicable validity period of the fourth version of the Network Statement (please consult the 4th version of the Network Statement).

¹ Please see definition of Applicant in the Network Statement (v4)

3. NETWORK REGISTER

This NR provides comprehensive details of the network and sets out the key information about (1) the section by section slot capacity capacity, which is contained in the downloadable file appended to this Annexure 33, per route, (2) the functional location on the network where aspects such as temporary speed restrictions (TSRs) and manual authorisations (MAs) would have led to a reduction in slot capacity (an account of the condition of the infrastructure that has led to a reduction in the practical capacity), and (3) line classification details (whether N1, N2, etc.) per section.

Annexure 33a contains details of the station-to-station (point to point) running times, distances between stations, and the frequency (or day on which the applicable train is scheduled to run). This information is meant to enable Access Seekers to make informed decisions based on network capacity, and the train running times for each Train Path contained on the MTS. The station-to-station running times information is downloadable from TRIM's website.

Care must be taken by the Access Seeker that though the running times presented in **Annexure 33a** incorporate robustness (recovery and buffer times to deal with minor deviations), these running times will be achieved when all conditions under which they were determined prevail. Where externalities such as the continued theft and vandalism of the network are concerned, as well as where rolling stock failures are prevalent, the stated running times may not be achieved.

4. TRAIN PATH CAPACITY PER SECTION PER CORRIDOR

a. Section-by-Section Train Path Capacity

This section covers the details of the Train Path capacity per section per route². It provides detailed information such as:

- (i) The total theoretical Train Path capacity for each defined section per corridor
- (ii) The practical Train Path capacity for the defined section per corridor
- (iii) The amount of Train Path capacity that has been lost, and the reasons for the lost capacity
- (iv) The total available operational Train Path capacity per section. This information is presented both on a daily and weekly resolution
 - a. Representing train path capacity at a weekly resolution is easier to deal with as opposed to it being presented on a daily resolution.
- (v) The total capacity that has been allocated already to other operators (i.e., Access Seekers), and
 - a. Allocated capacity refers to capacity that is contractually committed and allocated to successful Applicants (refer to the Capacity Application & Allocation process that culminated in the announcement of the successful Applicants by the Minister of Department of Transport in August 2025).
 - b. The rights of such successful Applicants under Pre-existing Agreements are protected contractually and in terms of section 5(2) of the ERT Act. In addition, and going forward, existing committed capacity (and thus “Pre-existing Agreements”) will also include Rail

² TRIM’s rail infrastructure constitutes a multitude of routes. By definition, a route is hereby defined as a train path that a train can take from a known origin point to a known destination point conveying a known commodity as informed by the current traffic patterns. For example, the line from Rustenburg to Richards Bay holds that Rustenburg is a known origin point where a chrome train departs from and follows the path through Pyramid South and Ermelo to its destination point in Richards Bay.

Access Agreements that are concluded by TRIM with TOCs under the current access process managed by TRIM. Naturally and to the extent that any such existing and future agreements are terminated prematurely and lawfully, the rail capacity associated with such agreements will be added to and become part of the uncommitted and therefore spare capacity.

- (vi) The spare capacity per section that remains after accounting for what has been allocated to other operators.

b. Network availability & Train Path capacity reliability

Notwithstanding the above, Access Seekers' attention is drawn to the reality of the network's low reliability and, in some cases, unavailability owing to the continued and persistent theft and vandalism of the network's infrastructure and its components, leading to high transit times through those sections as delays and stoppages are enforced by the situation. In some instances, train services end up being run via alternative routes, similarly resulting in longer transit times. Additionally, these acts of theft and/or vandalism result in train service operations requiring diesel propulsion as electric locomotive-hauled trains end up without overhead power supply.

The two critical sections of the network that suffer the above are the sections between (a) Leeuhof and Warrenton, via Klerksdorp, as well as (b) Thabazimbi and Rustenburg. Since there is no alternative route for the Thabazimbi – Rustenburg section, diesel propulsion is inevitably required to ensure execution of train services. Secondly, the Leeuhof – Warrenton section suffers the same fate as the Thabazimbi – Rustenburg insofar as diesel propulsion is concerned. However, train services through this latter section can and do get rerouted via Kroonstad and Bloemfontein as an alternative, adding distances and thereby longer running times.

Access Seekers are, however, hereby made aware of efforts being undertaken by TRIM to restore the vandalised or stolen infrastructure equipment and components in these sections, albeit the acts of theft and vandalism continue unabated.

c. Tabulation of the section-by-section Train Path capacity per corridor

Annexure 33b (Capacity Statement) is available on the TRIM website. The Capacity Statement provides capacity details, at a section-by-section level, for the entire network across ten (10) routes, namely:

1. Magnetite
2. Manganese
3. Ore
4. Eastern Mainline: Rayton to Komatipoort/Richards Bay
5. General Freight & Export Coal: Lephalale to Richards Bay
6. General Freight: Johannesburg to Cape Town
7. General Freight: Johannesburg to Durban
8. General Freight: Mafikeng to Beaconsfield/Potchefstroom
9. General Freight: Musina - Pyramid South/Hoedspruit
10. General Freight: Musina - Pyramid South/Hoedspruit

d. Scope of infrastructure covered

Attention is drawn to the Applicants, all other rail users and industry stakeholders to the fact that TRIM does not own, nor does TRIM operate PRASA rail infrastructure, therefore, infrastructure that belongs to PRASA and other Infrastructure Managers (including concessioned parts of the network,

where the relevant concessionaires shall be regarded as Infrastructure Managers) is excluded from this NCS. The information contained in this NCS is therefore based solely on the infrastructure owned and operated by TRIM.