

Network Register December 2024

Transnet Rail Infrastructure Manager

Applicable for the 2024/25 timetable

NOTE: Applicants use as a guide to apply for capacity allocation in the 2025/26 timetable period subject to tariff adjustments by the Department of Transport.

CONTENTS

1. PURPOSE	1
2. VALIDITY.....	1
3. INTRODUCTION.....	Error! Bookmark not defined.
a. Definition of a route	Error! Bookmark not defined.
b. Scope of Infrastructure covered	Error! Bookmark not defined.
4. NETWORK CAPACITY PER GROUP FLOW, PER CORRIDOR....	Error! Bookmark not defined.
5. SLOT CAPACITY PER SECTION PER CORRIDOR	Error! Bookmark not defined.
6. MASTER TRAIN SCHEDULE.....	Error! Bookmark not defined.

1. PURPOSE

This Network Register (NR) constitutes an Annexure to and is published with and as part of the Transnet Rail Infrastructure Manager's (IM's) Network Statement to which it is annexed as **Annexure 33**. This NR is issued by the IM in order to meet the requirements of the National Rail Policy (NRP) and the ERT Act.

2. VALIDITY

Applications for slots will open from 13 January 2025 for allocation of capacity on the 2025/26 timetable, which takes effect from 1 April 2025. The IM can, allocate capacity on the 2024/25 where an applicant successfully meets all the requirements for the current timetable period.

3. NETWORK REGISTER

This NR provides comprehensive details of the network and sets out the key information about (1) the section-to-section slot capacity, which is presented in section 4 below, as well as (2) the detailed designed train schedules from origin to destination for all scheduled slots on the IM's Master Train Schedule (MTS), which is presented in section 5 below. This information is meant to enable Train Operating Companies (TOCs) to make informed decisions based on network capacity, and the train running times for each slot contained on the MTS.

4. SLOT CAPACITY PER SECTION PER CORRIDOR

This section covers the details of the slot capacity per section per corridor. It provides detailed information such as:

- (i) The total theoretical slot capacity for each defined section per corridor
- (ii) The practical slot capacity for the defined section per corridor
- (iii) The amount of slot capacity that has been lost, and the reasons for the lost capacity
- (iv) The total available operational slot capacity per section

This information is presented in tables 4.1, 4.2, 4.3, 4.4, 4.5, and 4.6 below. The presented information, however, does not provide details of the amount of capacity consumed by existing agreements. Therefore, attention is drawn to the fact that applications for capacity by the TOCs will be evaluated by the IM in line with the capacity application and allocation process expressed in the Network Statement, as well as in conjunction with **Annexure 29b** which delineates clearly the (a) total network capacity (209,2 mil tons per annum or 631 slots/week), (b) forecasted demand (180,6 mil tons per annum or 518 slots per week) which serves as the existing framework capacity that must be allocated capacity by the IM in line with the ERT Act's guidance on existing agreements, and (c) the available capacity (28,5 mil tons per annum or 113 slots per week).

Table 4.1.: Slot Capacity per section – Cape Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot capacity	Functional location for TSR's	Functional location for manual authorisations
HOTAZEL - SISHEN	KIMBERLEY NORTH	16	10	0	2	2	8		MAMATHWANE - EMIL
SISHEN (I) - LOHATLHA(E)	KIMBERLEY NORTH	22	14	1	0	1	13	GAMAGARA - HAAKBOSLEEGTE	
LOHATLHA (I) - POSTMASBURG (I)	KIMBERLEY NORTH	43	28	0	7	7	21		Manual authorisation between LOHATLHA - PALINGPAN
POSTMASBURG (E) - LIME ACRES (I)	KIMBERLEY NORTH	22	14	0	6	6	8		Clamped Points at Tsantsabane and Manual Authorisation at PMG-GROENWATER
LIME ACRES (E) - KOOPMANSFONTEIN (I)	KIMBERLEY NORTH	28	18	0	2	2	16		Manual authorisation between PLATEAU - KOOPMANSFONTEIN
KOOPMANSFONTEIN (E) - KNEUKEL (E)	KIMBERLEY NORTH	41	27	7	0	7	20	KOOPMANSFONTEIN - OLEA	
KNEUKEL (I) - ULCO (I)	KIMBERLEY NORTH	21	14	0	0	0	14		
ULCO (E) - FIELDSVIEW (I)	KIMBERLEY NORTH	26	17	0	3	3	14		Manual authorisation between ALCO - GONG GONG
FIELDSVIEW (E) - KAMFERSDAM (E)	KIMBERLEY NORTH	28	18	0	2	2	16	MID - BEACONSFIELD	Manual authorisation between FIELDSVIEW - MID,KAMFERSDAM station closed
KAMFERSDAM (E) - KIMBERLEY (E)	KIMBERLEY NORTH	72	47	0	0	0	47		
KAMFERSDAM (E) - MACFARLANE (E)	KIMBERLEY NORTH	72	47	0	38	38	9		Manual authorisation between KIMBERLEY - DRONFIELD, KAMFERSDAM station closed
MACFARLANE (I) - WINDSORTON ROAD (E)	KIMBERLEY NORTH	56	36	3	0	3	33	RIVERTON - WINDSORTON ROAD	
WINDSORTON ROAD (I) - VEERTIENSTROME (I)	KIMBERLEY NORTH	66	43	0	0	0	43		
PALINGPAN (E) - MANGANORE (I)	KIMBERLEY NORTH	38	25	0	0	0	25		
BEACONSFIELD (E) - HAMILTON (E)	KIMBERLEY NORTH	8	5	0	0	0	5		
BLOEMFONTEIN (E) - HAMILTON (E)	BLOEMFONTEIN	72	47	0	0	0	47		
HAMILTON (E) - SPRINGFONTEIN (E)	BLOEMFONTEIN	19	12	0	0	0	12		
SPRINGFONTEIN (E) - NOUPOORT €	EAST LONDON	20	13	0	1	1	12		Manual authorisation between HAREDALE - TWEEDDALE
NOUPOORT (E) - DE AAR (E)	PORT ELIZABETH	12	8	1	0	1	7	TAAIBOS - BURGERSVILLEWEG	Manual authorisation between NOUPOORT - CAROLUS
BLOEMFONTEIN (E) - SANNASPOS (I)	BLOEMFONTEIN	19	12	0	0	0	12		
SANNASPOS (E) - MARSEILLES (E)	BLOEMFONTEIN	14	9	0	0	0	9		
MARSEILLES (I) - MODDERPOORT (I)	BLOEMFONTEIN	21	14	0	0	0	14		
BLOEMFONTEIN (E) - THEUNISSEN (I)	BLOEMFONTEIN	72	47	3	34	37	10	VETRIVIER - THEUNISSEN	Ohte Theft between Hennenman - Bloemfontein
BEACONSFIELD (I) - BELMONT (I)	KIMBERLEY SOUTH	35	23	2	0	2	21	HEUNINGNESKLOOF - GRASPAN	
BELMONT (E) - ORANJERIVIER (E)	KIMBERLEY SOUTH	37	24	1	0	1	23	BELMONT - WITPUT	
ORANJERIVIER (I) - DE AAR (I)	KIMBERLEY SOUTH	14	9	1	0	1	8		
DE AAR (E) - HUTCHINSON (E)	KIMBERLEY SOUTH	56	36	0	5	5	31		Manual authorisation between BRITSVILLE - DIE PUT

Table 4.1.: Slot Capacity per section – Cape Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot capacity	Functional location for TSR's	Functional location for manual authorisations
WELKOM (E) - ANCONA (E)	BLOEMFONTEIN	19	12	2	0	2	10	CHRISBOUW - ALLANRIDGE	Manual authorisation between WELKOM - FRIEDESHEIM
BULTFONTEIN (I) - ANCONA (I)	BLOEMFONTEIN	11	7	0	0	0	7	TIERFONTEIN - ANCONA	
ROOIBLOM (E) - VIERFONTEIN (E)	BLOEMFONTEIN	21	14	2	0	2	12	BOTHAVILLE - MIRAGE	
VIERFONTEIN (E) - WESTLEIGH (E)	BLOEMFONTEIN	20	13	5	0	5	8	ARABIAN - OASIS	
HUTCHINSON (I) - THREE SISTERS (I)	KIMBERLEY SOUTH	53	34	0	0	0	34		
THREE SISTERS (E) - BEAUFORT WEST (I)	KIMBERLEY SOUTH	28	18	0	0	0	18		
BEAUFORT WEST (E) - TOUWSRIVIER (I)	BELLVILLE	23	15	0	1	1	14		MATJIESFONTEIN - BANTAMS
TOUWSRIVIER (E) - WORCESTER (I)	BELLVILLE	45	29	0	9	9	20		Manual authorisation between MATJIESFONTEIN - BANTAMS
WORCESTER (E) - WOLSELEY (E)	BELLVILLE	29	19	0	3	3	16		Manual authorisation between WORCESTER (E) - WOLSELEY (E)
WOLSELEY (I) - HERMON (I)	BELLVILLE	27	18	3	0	3	15	TULBAGHWEG - GOUDA	
HERMON (E) - WELLINGTON (E)	BELLVILLE	21	14	4	0	4	10	MALAN - WELLINGTON	
WELLINGTON (I) - PAARL (E)	BELLVILLE	72	47	14	0	14	33	MBEKWENI - DAL JOSEFAT	
PAARL (I) - KRAAFONTEIN (E)	BELLVILLE	72	47	0	0	0	47		
KRAAFONTEIN (I) - BELLVILLE (E)	BELLVILLE	72	47	0	0	0	47		
BELLVILLE (I) - KENSINGTON (I)	BELLVILLE	72	47	0	0	0	47		
WINDERMERE (E) - TABLE BAY HARBOUR (I)	BELLVILLE	72	47	0	0	0	47		
NOUPOORT (I) - ROSMEAD (I)	PORT ELIZABETH	17	11	0	4	4	7		Manual authorisation between LENGTE - BARREDEEL and NOUPOORT - LENGTE
ROSMEAD (E) - COOKHOUSE (I)	PORT ELIZABETH	13	8	0	0	0	8		
COOKHOUSE (E) - ALICEDALE (I)	PORT ELIZABETH	11	7	0	0	0	7		
ALICEDALE (E) - ADDO (I)	PORT ELIZABETH	23	15	0	0	0	15		
ADDO (E) - SWARTKOPS (E)	PORT ELIZABETH	36	23	3	0	3	20	ADDO - BARKLY BRIDGE	
SPRINGFONTEIN (E) - DREUNBERG (E)	EAST LONDON	27	18	2	2	4	14	SPRINGFONTEIN - VALLEYDORA	SPRINGFONTEIN - VALLEYDORA
DREUNBERG (E) - STORMBERG (I)	EAST LONDON	20	13	0	0	0	13		
STORMBERG (E) - STERKSTROOM (E)	EAST LONDON	18	12	0	0	0	12	CARRICKMORE - LOWER INCLINE	
STERKSTROOM (E) - QUEENSTOWN (E)	EAST LONDON	33	21	0	0	0	21		
QUEENSTOWN (E) - IMVANI (I)	EAST LONDON	27	18	0	0	0	18		
IMVANI (E) - CATHCART (E)	EAST LONDON	26	17	0	0	0	17		
CATHCART (I) - AMABELE (E)	EAST LONDON	17	11	2	0	2	9	GASELA - AMABELE	
AMABELE (E) - BLANEY (E)	EAST LONDON	28	18	1	0	1	17	SOUTHDOWN - PEELTON	

Table 4.1.: Slot Capacity per section – Cape Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot capacity	Functional location for TSR's	Functional location for manual authorisations
BLANEY (E) - EAST LONDON (E)	EAST LONDON	72	47	0	0	0	47		
DE AAR (E) - GROVEPUT (I)	UPINGTON	20	13	0	0	0	13		
GROVEPUT (E) - UPINGTON (I)	UPINGTON	11	7	0	0	0	7		
UPINGTON (E) - NAKOP (I)	UPINGTON	12	8	0	0	0	8		
UPINGTON (E) - KAKAMAS (I)	UPINGTON	18	12	0	0	0	12		
BELMONT (E) - DOUGLAS (I)	KIMBERLEY SOUTH	13	8	1	0	1	7	BELMONT - DOUGLAS	
HUTCHINSON (E) - CALVINIA (I)	KIMBERLEY SOUTH	15	10	0	0	0	10		
DREUNBERG (I) - ALIWAL NORTH (I)	EAST LONDON	17	11	0	0	0	11		
ALIWAL NORTH (I) - BARKLY EAST (I)	EAST LONDON	16	10	0	0	0	10		
STORMBERG (E) - SCHOOMBEE (I)	EAST LONDON	14	9	0	0	0	9		
SCHOOMBEE (E) - ROSMEAD (E)	EAST LONDON	23	15	0	0	0	15		
SCHOOMBEE (E) - HOFMEYER (I)	EAST LONDON	39	25	0	0	0	25		
STERKSTROOM (I) - MACLEAR (I)	EAST LONDON	10	7	0	0	0	7		
AMABELE (I) - UMTATA (I)	EAST LONDON	18	12	0	0	0	12		
BLANEY (E) - FORT BEAUFORT (E)	EAST LONDON	17	11	0	0	0	11		
FORT BEAUFORT (E) - COOKHOUSE (E)	EAST LONDON	15	10	0	0	0	10		
ROSMEAD (E) - KLIPPLAAT (E)	PORT ELIZABETH	13	8	0	0	0	8		
COOKHOUSE (E) - SOMERSET EAST (I)	PORT ELIZABETH	29	19	0	5	5	14		Manual authorisation between COOKHOUSE - DIRKO
ALICEDALE (E) - GRAHAMSTOWN (I)	PORT ELIZABETH	22	14	0	1	1	13		Manual authorisation between ALICEDALE - STONEHAVEN
ADDO (E) - KIRKWOOD (I)	PORT ELIZABETH	26	17	0	0	0	17		
SWARTKOPS (E) - UITENHAGE (E)	PORT ELIZABETH	26	17	0	4	4	13		Manual authorisation between DESPATCH - DE MIST
UITENHAGE (E) - KLIPPLAAT (I)	PORT ELIZABETH	14	9	0	0	0	9		
KLIPPLAAT (I) - OUDTSHOORN (E)	PORT ELIZABETH	10	7	0	0	0	7		
OUDTSHOORN (I) - GEORGE (I)	PORT ELIZABETH	16	10	0	0	0	10		
GEORGE (E) - VOORBAAI (I)	PORT ELIZABETH	13	8	0	0	0	8		
HUMEWOOD ROAD (I) - GAMTOOS (I)	PORT ELIZABETH	14	9	0	0	0	9		
GAMTOOS (E) - AVONTUUR (I)	PORT ELIZABETH	13	8	0	0	0	8		
SWARTKOPS (I) - PORT ELIZABETH (I)	PORT ELIZABETH	25	16	0	2	2	14		
GAMTOOS (X) - PATENSIE (I)	PORT ELIZABETH	33	21	0	0	0	21		

Table 4.1.: Slot Capacity per section – Cape Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot capacity	Functional location for TSR's	Functional location for manual authorisations
WORCESTER (E) - RIVERSDALE (I)	BELLVILLE	10	7	0	0	0	7		
RIVERSDALE (E) - VOORBAAI (E)	BELLVILLE	18	12	2	0	2	10	GOURITS - COOPER	
VAN DER STEL (E) - CALEDON (I)	BELLVILLE	14	9	4	0	4	5	VAN DER STEL - CALEDON	
CALEDON (E) - KLIPDALE (I)	BELLVILLE	7	5	0	0	0	5		
KLIPDALE (E) - BREDASDORP (I)	BELLVILLE	10	7	0	0	0	7		
KLIPDALE (E) - PROTEM (I)	BELLVILLE	26	17	9	0	9	8	KLIPDALE - KYKOEDIE	
KENSINGTON (I) - BELLVILLE (I)	BELLVILLE	72	47	0	0	0	47		
WINDERMERE (E) - CHEMPET (I)	BELLVILLE	42	27	0	0	0	27		
KALBASKRAAL (E) - LANGEENHEID (I)	BELLVILLE	13	8	0	0	0	8		
LANGEENHEID (E) - SALDANHA (E)	BELLVILLE	25	16	0	0	0	16	LANGEENHEID - WITPILAAR	
KRAAIFONTEIN (E) - KALBASKRAAL (I)	BELLVILLE	23	15	1	0	1	14	KLIPHEUWEL - WINTERVOGEL	
KALBASKRAAL (E) - MALMESBURY (I)	BELLVILLE	22	14	0	0	0	14		
MALMESBURY (E) - DE HOEK (I)	BELLVILLE	18	12	2	0	2	10	MOORREESBURG - KORINGBERG	
DE HOEK (E) - EENDEKUIL (I)	BELLVILLE	15	10	1	0	1	9	POOLS - EENDEKUIL	
EENDEKUIL (E) - KLAWER (I)	BELLVILLE	12	8	0	0	0	8		
KLAWER (E) - LIEBENDAL (E)	BELLVILLE	18	12	0	0	0	12		
LIEBENDAL (I) - KLIPHOEK (I)	BELLVILLE	16	10	0	0	0	10		
KLIPHOEK (E) - BITTERFONTEIN (I)	BELLVILLE	12	8	0	0	0	8		
PAARL (E) - FRANSCHHOEK (I)	BELLVILLE	18	12	0	0	0	12		
HERMON (E) - PORTERVILLE (I)	BELLVILLE	13	8	0	0	0	8		
WOLSELEY (E) - PRINCE ALFRED HAMLET (I)	BELLVILLE	16	10	0	0	0	10		

Table 4.2.: Slot Capacity per section – Central Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
UNIONKM3 (E)-ROOIKOP (E)	VEREENIGING	72	47	21	8	29	18		Manual authorisation between UNION - ROOIKOP
INDIA (E) - UNION (E)	VEREENIGING	72	47	0	4	4	43		Manual authorisation between INDIA - ELSBURG
CITY DEEP/KASERNE WEST - JUPITER	VEREENIGING	72	47	0	2	2	45		Manual authorisation between CITY DEEP - JUPITER
JUPITER - INDIA	VEREENIGING	72	47	0	0	0	47		
ROOIKOP (I) - RIETVALLEI (E)	VEREENIGING	42	27	0	3	3	24		Manual authorisation between ROOIKOP - RIETVALLEI
REFINERY (I) - GERMISTON WEST CABIN (I)	VEREENIGING	72	47	0	0	0	47		
VEERTIEN STROME (E) - PUDIMOE (I)	KRUGERSDORP	15	10	0	0	0	10		
PUDIMOE (E) - VRYBURG (I)	KRUGERSDORP	21	14	2	0	2	12	DE BEERS - BRUSSELS	
VRYBURG (E) - MAFIKENG (E)	KRUGERSDORP	6	4	0	0	0	4		
MAFIKENG (E) - KRUGERSDORP (E)	KRUGERSDORP	10	7	2	0	2	5	RENBAAN - WOODBINE	
SPRINGS (I) - WELGEDAG (E)	ISANDO	39	25	0	3	3	22		Manual authorisation between SPRINGS - PAYNEVILLE
WELGEDAG (E) - DELMAS (E)	ISANDO	72	47	0	27	27	20		Manual authorisation between WELGEDAG - DELMAS
DELMAS (I) - OGIES (E)	ISANDO	72	47	0	31	31	16		Manual authorisation between DRYDEN - OGIES
PUDIMOE (E) - VERMAAS (I)	KRUGERSDORP	12	8	0	0	0	8		
VERMAAS (E) - COLIGNY (E)	KRUGERSDORP	19	12	0	0	0	12		
COLIGNY (E) - WELVERDIEND (E)	KRUGERSDORP	22	14	0	0	0	14	Line temporary closed due to	
COLIGNY (I) - ANGLO-ALPHA (I)	KRUGERSDORP	24	16	0	0	0	16		
ANGLO-ALPHA (E) - LICHTENBURG (I)	KRUGERSDORP	72	47	0	0	0	47		
MAKWASSIE (E) - VERMAAS (E)	KRUGERSDORP	6	4	0	0	0	4		
OTTOSDAL (E) - KLERKSDORP (E)	KRUGERSDORP	11	7	0	0	0	7		
POTCHEFSTROOM (I) - CACHET (I)	KRUGERSDORP	72	47	0	0	0	47		
CACHET (E) - WELVERDIEND (E)	KRUGERSDORP	27	18	3	0	3	15	SAFARCAMP - BOSKOP	
WELVERDIEND (I) - BANK (I)	KRUGERSDORP	72	47	0	2	2	45		Manual authorisation between WELVERDIEND - BANK
BANK (E) - RANDFONTEIN (E)	KRUGERSDORP	20	13	4	1	5	8	MIDDELVLEI - RANDFONTEIN	BANK - RANDFONTEIN
MAFIKENG (I) - BORDER (I)	KRUGERSDORP	18	12	0	0	0	12		
BANK (E) - MIDWAY (E)	VEREENIGING	25	16	0	1	1	15		Manual authorisation between BANK - GOUDRYK
VEREENIGING (E) - ANGUS (I)	VEREENIGING	72	47	0	37	37	10		VEREENIGING - ANGUS

Table 4.2.: Slot Capacity per section – Central Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
ANGUS (E) - UNION (I)	VEREENIGING	72	47	0	23	23	24		Manual authorisation between ANGUS (E) - UNION (I)
SKANSDAM (E) - WITHOK (E)	ISANDO	54	35	0	1	1	34		Manual authorisation between ROODE - WITHOK
WITHOK (I) - SENTRARAND (E)	ISANDO	72	47	4	12	16	31	WITHOK - AURUM	COWANSDAM - ZESFONTEIN
ZESFONTEIN (I) - SENTRARAND (E)	ISANDO	72	47	0	22	22	25	ZESFONTEIN - KATBOSFONTEIN	
SENTRARAND (I) - SENTRARAND(E) RING ROAD	ISANDO	28	18	0	3	3	15		Manual authorisation between SENTRARAND - VARKFONTEIN
SENTRARAND (E) - KAALFONTEIN (E)	ISANDO	72	47	0	14	14	33		Manual authorisation between SPRINGDALE - MARIESHOOOP
KATBOSFONTEIN (E) - LEEUFONTEIN (E)	ISANDO	48	31	0	8	8	23		KNOPPIESFONTEIN - KAMEELSYNKRAAL
SPRINGS (E) - ENDICOTT (I)	ISANDO	24	16	0	0	0	16		
ENDICOTT (E) - BETHAL (I)	ISANDO	12	8	0	0	0	8		
SPRINGS (E) - KAYDALE (E)	ISANDO	62	40	0	7	7	33		Manual authorisation between SPRINGS - SELPARK
APEX (I) - WELGEDAG (I)	ISANDO	72	47	0	0	0	47		
ROOIKOP (E) - WITHOK (E)	ISANDO	25	16	0	1	1	15	VOELFONTEIN - WITHOK	Manual authorisation between ROOIKOP - RONDEBULT
ALLIANCE (E) - WELGEDAG (E)	ISANDO	72	47	0	0	0	47		
SLIMESDAM (E) - WELGEDAG (E)	ISANDO	72	47	0	0	0	47		
ZESFONTEIN - SLIMESDAM	ISANDO	72	47	0	15	15	32		Manual authorisation between ZESFONTEIN - SLIMESDAM
SLIMESDAM - SUNDRA	ISANDO	72	47	0	0	0	47		
HAWERKLIP - DELMAS	ISANDO	17	11	0	0	0	11		
ORKNEY (I) - KLERKSDORP (I)	KRUGERSDORP	72	47	0	28	28	19		Single line working and manual authorisations
CACHET (E) - HOUTHEUWEL (E)	VEREENIGING	72	47	0	20	20	27		Manual authorisation and cranking of points
HOUTHEUWEL (E) - VEREENIGING (E)	VEREENIGING	72	47	0	32	32	15		Single line working between HOUTHEUWEL - RAATHSVLEI
VILJOENSDRIF (I) - SASOLBURG (E)	VEREENIGING	72	47	0	37	37	10		Single line working and manual authorisations
ISCOR SIDING (E) - LEEUHOF (E)	VEREENIGING	35	23	0	0	0	23		
HOUTHEUWEL (E) - ISCOR SIDING (E)	VEREENIGING	28	18	0	2	2	16		Manual authorisation between HOUTHEUWEL - ISCOR
VEERTIENSTROME (E) - ORKNEY (E)	KRUGERSDORP	23	15	0	8	8	7		Manual authorisations and cranking of points between VEERTIENSTROME - ORKNEY
KLERKSDORP (E) - POTCHEFSTROOM (E)	KRUGERSDORP	72	47	0	29	29	18		Series working and manual authorisation between KLERKSDORP - POTCHEFSTROOM
VEREENIGING (E) - VILJOENSDRIF (E)	VEREENIGING	72	47	0	0	0	47		

Table 4.3.: Slot Capacity per section – Container Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
DURBAN (E) - UMGENI (I)	DURBAN	72	47	0	31	31	16		Manual authorisation between DURBAN - UMGENI
UMGENI (E) - DUFF'S ROAD (E)	DURBAN	72	47	26	14	40	7	Embarkment failure and Derailment damages	Manual authorisation between UMGENI - DUFF'S ROAD
BOOTH (E) - CLAIRWOOD (I)	DURBAN	72	47	0	21	21	26		Manual authorisation between BOOTH - CLAIRWOOD
DUFF'S ROAD (E) - STANGER (I)	DURBAN	60	39	5	15	20	19	VERULAM - NYANINGA and DUFF'S ROAD - PHOENIX	Manual authorisation between DUFF'S ROAD (E) - STANGER (I)
CLAIRWOOD (E) - JACOBS (I)	DURBAN	72	47	0	33	33	14		Manual authorisation between CLAIRWOOD - JACOBS
JACOBS (E) - WESTS (I)	DURBAN	35	23	0	5	5	18		Manual authorisation between JACOBS - BAYHEAD
WHITES (E) - WELKOM (E)	LADYSMITH	31	20	0	2	2	18		Manual authorisation between WHITES - MOOIVELD
RIETVALLEI (I) - VOORUITSIG	HEIDELBERG	72	47	0	23	23	24		GLENROY - DRIEMANSKAP
CHAILEY (E) - MOUNT ALIDA (I)	DURBAN	12	8	0	0	0	8		
DANSKRAAL-SUID (S) - HARRISMITH (E)	LADYSMITH	36	23	0	0	0	23		
PIETERMARITZBURG (E) - SCHROEDERS (I)	DURBAN	25	16	0	0	0	16		
PENTRICH (E) - RICHMOND (NATAL) (I)	DURBAN	15	10	0	0	0	10		
RUSHBROOK (I) - UMLAAS ROAD (I)	LADYSMITH	72	47	0	24	24	23		Manual authorisation between ASHBURTON - UMLAAS ROAD
DOVER (E) - WOLWEHOEK (I)	BLOEMFONTEIN	72	47	0	0	0	47	DOVER - YWER	
ARLINGTON (E) - WOLWEHOEK (E)	LADYSMITH	15	10	0	0	0	10	MOOIGELEE - SKOONROOS	
BETHLEHEM (E) - HARRISMITH (I)	LADYSMITH	18	12	0	0	0	12		
VOORUITSIG (E) - CLAVIS (I)	HEIDELBERG	72	47	0	0	0	47		
CLAVIS(E) - NEWCASTLE (I)	HEIDELBERG	72	47	0	12	12	35		Manual authorisation between MOUNT PROSPECT - INGOGO
NEWCASTLE (E) - ALCOCKSPRUIT (E)	HEIDELBERG	72	47	0	0	0	47		
ALCOCKSPRUIT (I) - GLENCOE (I)	HEIDELBERG	72	47	0	14	14	33		Manual authorisation between MILNEDALE - DANNHAUSER
GLENCOE (E) - DANSKRAAL-NOORD (I)	LADYSMITH	72	47	0	24	24	23		Manual authorisation between PEPWORTH - DANSKRAAL (N)

Table 4.3.: Slot Capacity per section – Container Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
ESTCOURT (E) - RUSHBROOK (E)	LADYSMITH	72	47	1	26	27	20	MOOIRIVIER - ROSETTA	Single line between ROSETTA - HOLLY and Manual authorisations and series working between LIONS RIVER - CEDARA
UMLAAS ROAD (E) - CATO RIDGE (I)	DURBAN	72	47	0	0	0	47		
CATO RIDGE (E) - BOOTH (I)	DURBAN	72	47	29	0	29	18	Single line working between DASSENHOEK-DELVILLE WOOD - KWADENGEZI to MARIANNHILL caused by Floods	
BALFOUR (E) - VILLIERS (E)	HEIDELBERG	28	18	0	0	0	18		
FIRHAM (E) - VREDE (I)	HEIDELBERG	30	19	0	0	0	19		
GLENCOE (E) - VRYHEID (I)	LADYSMITH	14	9	0	0	0	9		
ENNERSDALE (E) - BERGVILLE (I)	LADYSMITH	24	15	0	0	0	15		
SCHROEDERS (E) - DALTON (I)	DURBAN	33	22	0	0	0	22		
DALTON (E) - GLENSIDE (I)	DURBAN	18	11	0	0	0	11		
SCHROEDERS (E) - BRUYNS HILL (I)	DURBAN	45	29	0	0	0	29		
CHAILEY (E) - KRANSKOP (I)	DURBAN	14	9	0	0	0	9		
PIETERMARITZBURG (E) - DONNYBROOK (I)	DURBAN	25	16	0	0	0	16		
DONNYBROOK (E) - FRANKLIN (I)	DURBAN	15	10	0	0	0	10		
FRANKLIN (E) - MATATIELE (I)	DURBAN	12	8	0	0	0	8		
DONNYBROOK (E) - UNDERBERG (I)	DURBAN	15	10	0	0	0	10		
CATO RIDGE (E) - PINETOWN (I)	DURBAN	17	11	0	0	0	11		
PINETOWN - ROSSBURGH	DURBAN	27	18	0	0	0	18		
BAYHEAD (E) - BAYHEAD EXCLUSIVE (E)	DURBAN	50	32	0	0	0	32		
JACOBS (E) - MEREBAK (E)	DURBAN	21	14	0	0	0	14		
KELSO (E) - PORT SHEPSTONE (I)	DURBAN	22	14	0	0	0	14		
BETHLEHEM (E) - VILLIERS (E)	LADYSMITH	14	9	0	0	0	9		
MODDERPOORT (E) -	LADYSMITH	14	9	0	0	0	9		

Table 4.3.: Slot Capacity per section – Container Corridor (Continued)

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
MARSEILLES (E) - MASERU (I)	LADYSMITH	30	20	0	0	0	20		
HARRISMITH (E) - WARDEN (I)	LADYSMITH	21	14	0	0	0	14		
THEUNISSEN (E) - WHITES (E)	BLOEMFONTEIN	72	47	0	32	32	15		OHTE Theft between Hennenman - Bloemfontein
WHITES (I) - KROONSTAD (E)	LADYSMITH	72	47	0	3	3	44		OHTE Theft between Hennenman - Bloemfontein
GUNHILL SOUTH (I) - KROONSTAD (I)	LADYSMITH	72	47	0	0	0	47		
KROONSTAD (E) - WESTLEIGH (I)	LADYSMITH	72	47	0	0	0	47		
WESTLEIGH (E) - DOVER (I)	LADYSMITH	72	47	0	0	0	47		
KROONSTAD (I) - GUNHILL SOUTH (I)	LADYSMITH	72	47	0	0	0	47		
GUNHILL (E) - ARLINGTON (I)	LADYSMITH	27	18	0	0	0	18		
ARLINGTON (E) - BETHLEHEM (E)	LADYSMITH	19	12	0	0	0	12		
ARLINGTON (E) - MARQUAD (I)	LADYSMITH	15	10	0	0	0	10		
CHAILEY (I) - DALTON (E)	DURBAN	11	7	0	0	0	7		
DANSKRAAL-NOORD (E) - ESTCOURT (I)	LADYSMITH	72	47	0	27	27	20		Single line between UMBULWANA - CHIEVELEY and Manual authorisations

Table 4.4.: Slot Capacity per section – Ore Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
Sishen - Saldanha	SALDANHA	12	8	2	0	2	6	SOUS - COMMISSIONERSPAN	

Table 4.5.: Slot Capacity per section – North-East Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSRs (A)	Slots lost Due to Manual Authorisation (B)	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
BELFAST (E) - STEELPOORT (I)	WITBANK	18	12	2	5	7	5	OHRIGSTAD - APIESDORING	Clamped points at KROMKLOOF
WITBANK (I) - DERWENT (I)	WITBANK	33	21	0	11	11	10		Clamped points at HILLSIDE and UITKYK and manual authorisation.
DERWENT (E) - BELFAST (I)	WITBANK	30	20	0	12	12	8		Clamped points at PAN to SPOELPAN and manual authorisation.
RAYTON (I) - WITBANK (E)	WITBANK	19	12	0	7	7	5		Clamped points at WILGERIVIER to WAKEFIELD and manual authorisation.
BELFAST (E) - GOEDGELUK (I)	WITBANK	42	27	0	18	18	9		Clamped points at BERGENDAL and DALMANUTHA and manual authorisation.
GOEDGELUK (E) - NELSPRUIT (E)	NELSPRUIT	30	20	1	14	15	5	SYCAMORE - AIRLIE(1002490204)	Clamped points between WATERVAL BOVEN to NGODWANA
NELSPRUIT (I) - KAAPMUIDEN (I)	NELSPRUIT	36	23	1	14	15	8	KROKODILPOORT - GRANIETPOORT(1002525714 ; 1002138611 ; 1002249533)	Clamped points between MAYFERN to GRANIETPOORT
KAAPMUIDEN (E) - KOMATIPOORT (I)	NELSPRUIT	55	36	0	3	3	33		Manual authorisations between DROOGLAND - TENBOSCH
KAAPMUIDEN (E) - BARBERTON (I)	NELSPRUIT	15	10	0	0	0	10		
KAAPMUIDEN (E) - HOEDSPRUIT (I)	NELSPRUIT	15	10	0	0	0	10		
HOEDSPRUIT (E) - PHALABORWA (I)	NELSPRUIT	16	10	0	0	0	10		Manual authorisations between PALMLOOP - PHALABORWA.
CITRUS (E) - PLASTON (I)	NELSPRUIT	18	12	0	0	0	12		
GROENBULT (E) - HOEDSPRUIT (E)	POLOKWANE	13	8	0	0	0	8		
GROENBULT (E) - BEIT BRIDGE (I)	POLOKWANE	15	10	1	0	1	9	MADOMBIDZHA - LOUIS TRICHARDT	
DERWENT (E) - STOFFBERG (E)	WITBANK	11	7	0	0	0	7		
STOFFBERG (I) - ROOSSENEKAL (I)	WITBANK	12	8	0	0	0	8		
GROENBULT (I) - PIETERSB. /POLOKWANE (E)	POLOKWANE	22	14	0	0	0	14		
PIETERSBURG (I) (POLOKWANE) - PIENAARSRIEVER (E)	POLOKWANE	13	8	0	0	0	8		
PIENAARSRIEVER (I) - PYRAMID (E)	POLOKWANE	72	47	0	0	0	47		

Table 4.6.: Slot Capacity per section – North Corridor

Section	Depot	Theoretical Capacity	Practical capacity (65% of Theoretical)	Slots lost Due to TSP	Slots lost Due to manual authorisation	Total Lost Slot Capacity (A+B)	Available Operational Slot Capacity	Functional location for TSR's	Functional location for manual authorisations
ELLISRAS (I) (LEPHALALE) - THABAZIMBI (E)	KOEDOESPOORT	7	5	0	0	0	5		
THABAZIMBI (I) - RUSTENBURG (I)	KOEDOESPOORT	18	12	2	0	2	10	THABAZIMBI - FERROGATE & HEYSTEKRAND - PAUL	
RUSTENBURG (E) - PENDORING (E)	KOEDOESPOORT	27	17	2	0	2	15	COLOMBIA - BLESKOP	
PENDORING (I) - PYRAMID SOUTH (I)	KOEDOESPOORT	29	19	0	13	13	6		Clamped points between UITVAL - PYRAMID SOUTH
PYRAMID SOUTH (E) - LUD (E) (LEEUFONTEIN)	KOEDOESPOORT	47	30	10	4	14	16	BAVIAANSPOORT - LEEUFONTEIN	BAVIAANSPOORT - LEEUFONTEIN
WITBANK (E) - OGIES (E)	WITBANK	72	47	0	0	0	47		
OGIES (I) - VANDYKSDRIF (I)	ERMELO	72	47	0	8	8	39		OGIES-SAAIWATER - SAAIWATER
VANDYKSDRIF (E) - BROODSNYERSPLAAS B (I)	ERMELO	72	47	0	0	0	47		
BROODSNYERSPLAAS (E) GELUKPLAAS (E)	ERMELO	72	47	0	0	0	47		
BROODSNYERSPLAAS (E) -ERMELO (I)	ERMELO	54	35	0	0	0	35		
ERMELO (E) - MAVIRISTAD (I)	VRYHEID	45	29	0	0	0	29		
MAVIRISTAD (E) - PIET RETIEF (I)	VRYHEID	48	31	0	7	7	24		Manual authorisations between MAVIRISTAD - PANBULT
PIET RETIEF (E) - VRYHEID (E)	VRYHEID	48	31	0	2	2	29		PAULPIETERSBURG - MAHULUMBE
VRYHEID-OOS (E) - RICHARDS BAY	VRYHEID	48	31	2	5	7	24	IDONDOTHA - ELUBANA	Absolute working and manual authorisations between uMmunywana - eLubana
MIDDELWIT (I) - NORTHAM (E)	KOEDOESPOORT	39	26	0	0	0	26		
ATLANTA (I) - PENDORING (E)	KOEDOESPOORT	31	20	0	0	0	20		
GELUKPLAAS (E) - WONDERFONTEIN	ERMELO	19	12	0	0	0	12		
TRICHARDT - DAVEL	ERMELO	13	8	0	0	0	8		
DALO (I) - BREYTEN (E)	ERMELO	18	12	0	0	0	12		
ERMELO (E) - MACHADODORP (E)	ERMELO	11	7	0	0	0	7		
LOTHAIR (I) - BUHRMANNSKOP (E)	ERMELO	13	8	0	0	0	8		
VRYHEID (E) - HLOBANE (I)	VRYHEID	23	15	0	0	0	15		
EMPANGENI (E) - STANGER (E)	EMPANGENI	16	10	0	0	0	10		
EMPANGENI (E) - NKWALINI (I)	EMPANGENI	23	15	0	0	0	15		
EMPANGENI (I) - GOLELA (E)	EMPANGENI	14	9	0	2	2	7		Slots lost due to clamped points at MTUBATUBA & NYALAZI RIVER

5. MASTER TRAIN SCHEDULE

The station-to-station (aka point-to-point) running times for the different sections and routes are contained in the MTS. Additionally, the MTS contains details of the scheduled departure times from points of origin, the scheduled arrival times at intermediate and destination stations, the scheduled departure times intermediate stations or yards, the distances between stations, as well as the frequencies (that the days of the week on which the slots are scheduled to run) of each scheduled slot.

Due to the expansive nature of the information contained in the MTS, it is impractical to present all of it in this annexure. TOCs are therefore encouraged to download the information, titled MTS, from the IM website.