



Transnet Rail Infrastructure Manager

Network Statement Version 4: Summary of Changes

For Stakeholder Feedback Session

Date : 21 July 2026

DRAFT NETWORK STATEMENT VERSION 4 AND OPEN ACCESS

KEY OBJECTIVE OF NETWORK STATEMENT

➤ **Enable Open Access:**

- Offers Access Seekers a clear framework to apply for rail slots, fostering competition and better service, with access starting 2026.

➤ **Ensure Transparency & Compliance:**

- Provides detailed rules, charges, and processes via annexures (e.g., shutdown plans, specs), with updates posted online for all stakeholders

➤ **Promote Efficiency & Safety:**

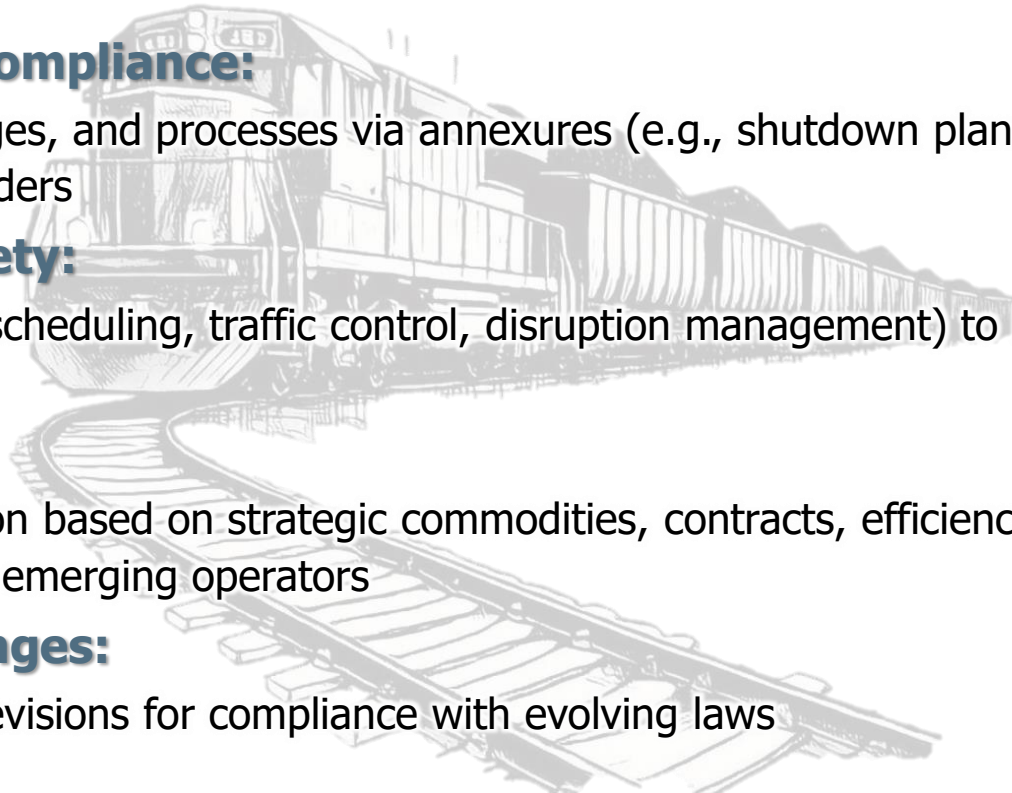
- Sets operational guidelines (scheduling, traffic control, disruption management) to boost network reliability and safety standards

➤ **Equitable Network Use:**

- Ensures fair capacity allocation based on strategic commodities, contracts, efficiency, & aligns with empowerment objectives for emerging operators

➤ **Adapt to Regulatory Changes:**

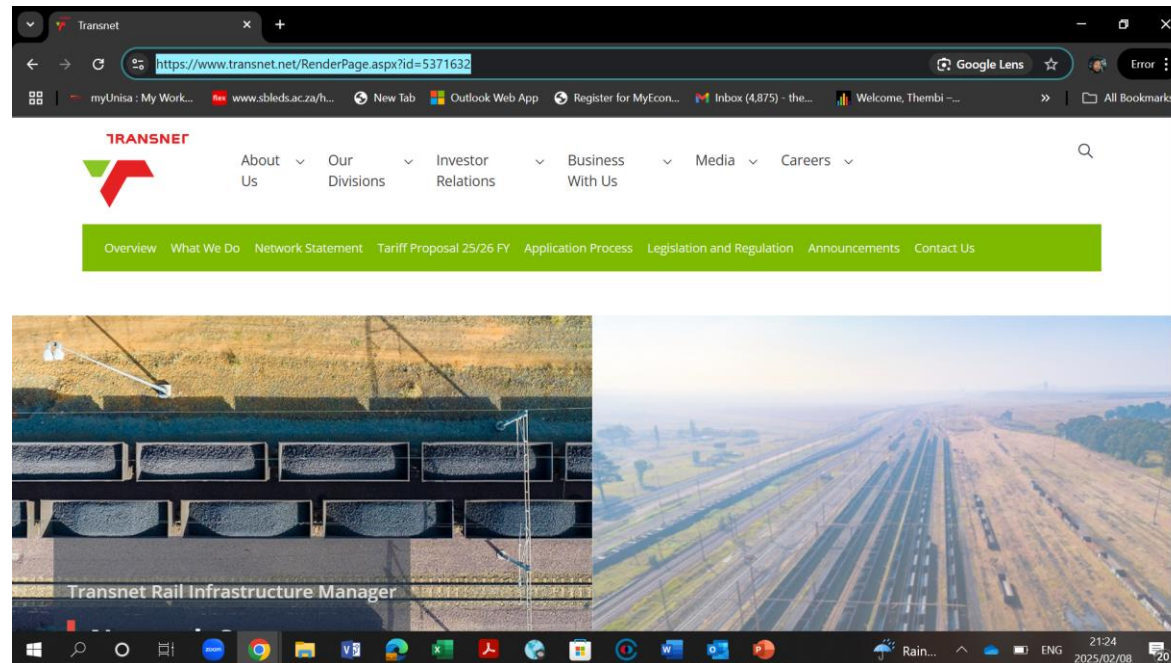
- Built for flexibility, allowing revisions for compliance with evolving laws



WHERE TO FIND THE NETWORK STATEMENT



- ✓ The Network Statement regulates the respective rights and duties of the IM and Access Seekers with regards to Access and the provision of Network Services by the IM.
- ✓ All documents published with Network Statement as annexures should be used for applying for access to the TRIM network.
- ✓ <https://www.transnet.net/trim>



Note: TRIM identified a numbering sequencing error which has been corrected in Chapter 3.

DRAFT NETWORK STATEMENT VOLUME 4 OUTLINE

01

General Information

Provides an overview of the **current legislative and regulatory context** under which the network statement is being published, the period of validity and publication approach.

Rail Infrastructure Network

Provides a **detailed Infrastructure Description** per corridor (extent of network, network description, traffic restrictions, availability of the infrastructure, passenger stations, freight terminals, service facilities, infrastructure).

Rail Network Access Requirements

Provides an **overview of Access Conditions** (general access requirements, how to apply for a train path, general business / commercial conditions, operational rules, exceptional transports, dangerous goods, rolling stock acceptance process, staff acceptance process).

02

03

Capacity Allocation

- **Slot Application and Allocation Timeline and Process**
- **Selection Criteria and Traffic Prioritisation** Principles
 - **Ad Hoc Application** Process
- Applying for **Access to Branch Lines and Feeder lines**
 - **Deviation Management** Principles
 - **Capacity allocation and Transformation** principles

Commercial Services And Charges

- List of all **IM services and charges**, with service and charge descriptions
- Penalties for IM and Access Seekers

Rail Operations

- Summary of **Pre-production, Production and Post-Production** operations processes
 - **Daily Handshake Process**
 - **Rail Logistics Forum**
- **Performance KPIs for IM and Access Seekers**
 - **Dispute Resolution**

Ancillary Facilities and Operational Services

- **Ancillary and Facility Services catalog**, and principles for supply of Ancillary Services.

04

05

06

07

KEY UPDATES TO CHAPTER 1 – GENERAL INFORMATION

01

Publication



PUBLICATION OF THE NETWORK STATEMENT

- The network statement will be **published annually**, for the period of Access of 01 April of the following calendar year (clause 1.7.2.3).
- In the interim periods – TRIM will publish available Train Paths for application by interested Access Seekers, when available .
- Applications will be accepted and assessed through the Ad-hoc process.



02

Access Seeker



UPDATE TO DEFINITIONS

- **"ACCESS SEEKER" ALIGNED TO THE ERT ACT** - means an individual or an organisation or an agent of an individual that seeks to utilise infrastructure, resource or facility of an infrastructure or resource owner.
- The Term **"Applicant"** has removed from the context of the document as reference is now only made to "Access Seeker"
- **"Access"** aligned to the ERT Act as well.



03

Ad-hoc Train path & Once-off Train path



UPDATE TO DEFINITIONS

- **AD-HOC TRAIN PATH APPLICATION PROCESS** - means the process whereby Train Path Capacity is granted outside of the network statement Train Path Application process.
- **ONCE- OFF TRAIN PATH** - means Capacity which is not committed upfront to TOCs, and which is required by Access Seekers for the rendering of once-off Transport Services.



KEY UPDATES TO CHAPTER 1:

General Information

Version 4 of the Network Statement

Access	means the use of infrastructure, a facility or a resource by an access seeker to provide goods or services to customers of that access seeker.
Access Seeker	means an individual or an organisation or an agent of an individual that seeks to utilise infrastructure, resource or facility of an infrastructure or resource owner.

- Hence, Version 4 of the Network Statement has aligned with the definition in terms of the ERT Act.
- Allows for **anyone to apply for Access**.
- However, Clause 3.1.5 states “An Access Seeker, who is not a TOC, must identify and nominate a TOC to provide transportation services at the time of application”.
- The Access Seeker is regarded as the contracting party with TRIM. This Access Seeker will contract with their nominated TOC (where it is not a TOC) and manage the contractual relationship directly with the TOC.
- Clauses 3.1. and 3.2 in the draft NS sets out requirements that an Access Seeker needs to meet in terms of the application process and meet the technical and financial requirements to successfully operate the infrastructure.

KEY UPDATES TO CHAPTER 2 – RAIL INFRASTRUCTURE NETWORK

01

General



GENERAL

- Minor Content changes relating to Security Statistics and Line Condition



02

Rolling Stock

ROLLING STOCK REQUIREMENTS.

- Rolling Stock Requirements have been moved to Chapter 3 (ACCESS REQUIREMENTS) as it is a better fit for that content"



KEY UPDATES TO CHAPTER 3 – RAIL NETWORK ACCESS REQUIREMENTS

01

Safety and Rolling
stock requirements



SAFETY REQUIREMENTS

- All references are now correct, referring to the Railway Safety Act 30 of 2024
- Descriptions of requirements listed in the Railway Safety Act were removed: these were only referenced.
- Timing of the requirement for an RSR Safety Permit per Train Path: It was made clear that an RSR Safety Permit is not required to apply, but to start operations.

ROLLING STOCK REQUIREMENTS

- All rolling stock requirements have been moved from Chapter 2 (ACCESS REQUIREMENTS).



02

Process for non-TOC
access Access Seeker



- Where an **Access Seeker is a non-train operating company** the Access Seeker must nominate a TOC at the time of application and enter into a commercial arrangement with a train operating company to undertake rail operations on its behalf and in respect of the Train Path/s allocated to the Access Seeker.
- TRIM will confirm the Access Seeker's nominated TOC for technical requirements to ensure that the TOC complies with TRIM requirements pursuant to Chapters 3, 4, 5 and 6 of the NS. This Access Seeker is considered as the applicant, and the contracting regime is with this Access Seeker.



03

RAA and other
requirements



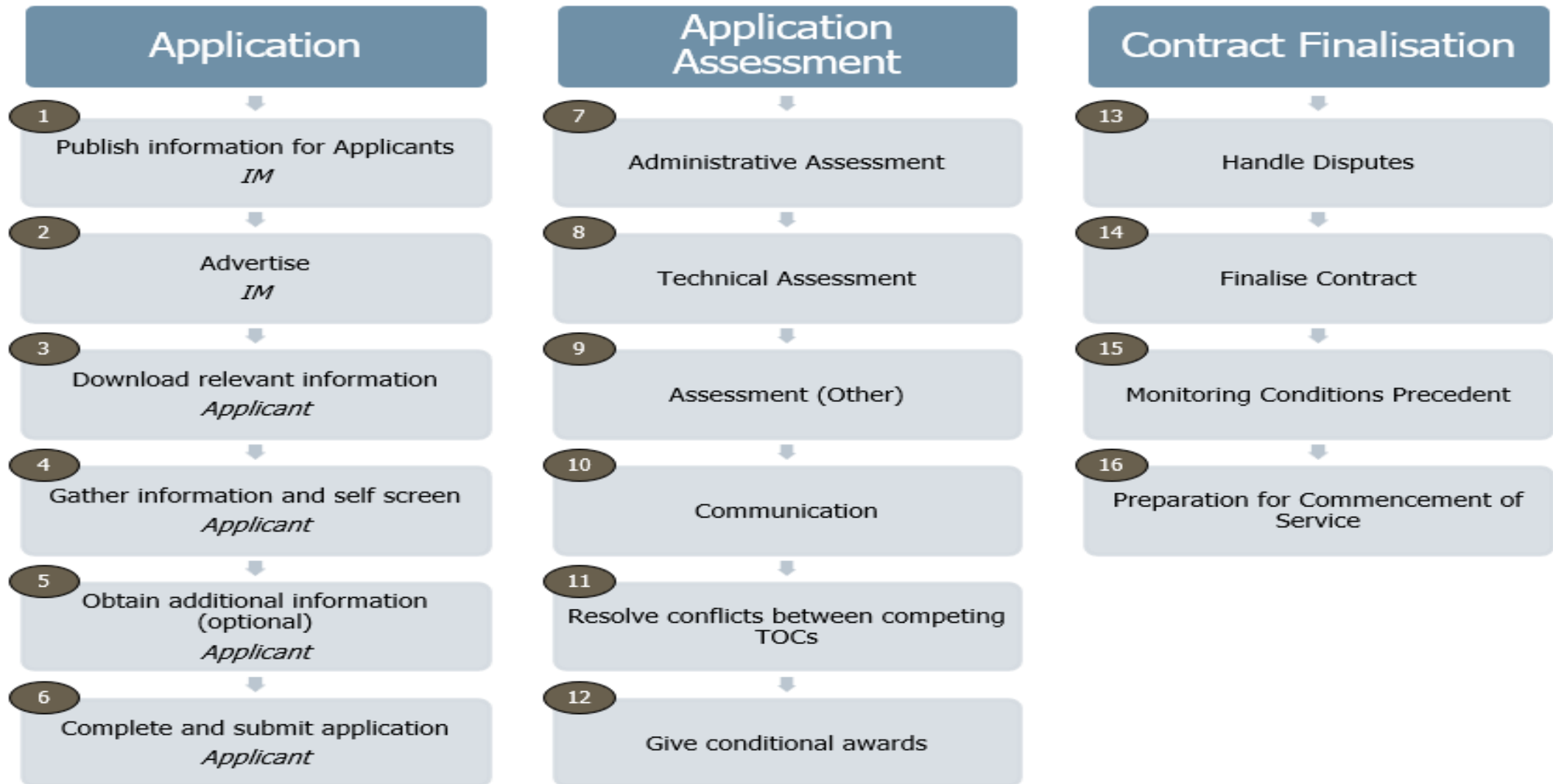
OTHER REQUIREMENTS

- A section has been added listing and describing all documents that should accompany an application for a Train Path. This is for ease of reference of potential applicants, and hopefully to improve the completeness of the submissions during the application process.



CHAPTER 4

Capacity Allocation Process (More up to date process can be found in the latest Network Statement)



Note: Ad-hoc requirements can be made throughout the year for once of or short-term requirements, the IM will review based on available capacity

KEY UPDATES TO CHAPTER 4 – CAPACITY ALLOCATION

01

Overall updates



CAPACITY ALLOCATION

- Removal of reference to Annexure 29b, which will be deleted once Version 4 of the NS is approved and replaced with amended Annexure 33B (Capacity Statement).
- Inclusion of Annexure 33A - Point-to-Point Running Times.
- Provision for Ad Hoc Train Path applications outside of the Network Statement and the applicable application process.
- Private sector investment makes references to Transnet Customer Collaboration Policy.
- Reservation of Train Paths for transformation purposes will be confirmed once the strategy and process is finalised.

02

Annual Train path process



ANNUAL TRAIN PATH APPLICATION PROCESS

- Process updated to reflect with three phases: Application, Application Assessment, and Contracting
 - Application
 - ✓ Minor changes relating to clarity of where to find relevant information.
 - ✓ Information on what to include in the application was made more explicit.
 - Application Assessment
 - ✓ In this section, some information on the requirements were moved to Chapter 3, while Chapter 4 was streamlined to contain information relating to the assessment of the application.
 - Contracting
 - ✓ Conditions Precedent were addressed.

CAPACITY DEFINITION AND CALCULATION and ANNUAL TRAIN PATH CAPACITY PLANNING:

- Sections were reviewed for clarity and accuracy
- The section on CAPACITY ASSESSMENTS AT PORT AND INLAND TERMINALS (added at the request of the IRERC).

KEY UPDATES TO CHAPTER 4 - CAPACITY ALLOCATION

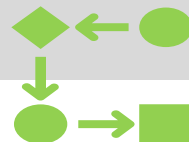
03

Capacity Allocation
Process



CAPACITY APPLICATION PROCESS

- The annual slot application, ad hoc, and B-network application processes were grouped together in order to explain the different processes and their respective purposes in one section.
- Where two or more applicants have applied for capacity on the Network, TRIM will consider and validate the following documentation submitted by the Access Seeker for purposes of prioritising allocations and prevent duplication of applications, TRIM will review the following when allocating capacity:
 - ✓ Economic benefit/interest to the economy;
 - ✓ Validate the volume commitment letters;
 - ✓ Look at the optimal use of the train path per Access Seeker(longer trains, more volumes);
 - ✓ Access TOC operational readiness, i.e. Locomotive, Crews, etc;
 - ✓ Consider the operating methodology of each Access Seeker in line with Corridor efficiency objectives;
 - ✓ Where the access seekers have provided commitment letters from the same cargo owners the IM may validate the commitment;
 - ✓ If the Traffic supports the road to rail migration; or
 - ✓ The injection of capital investment by the access seeker.
- Where Access Seekers who have applied, assessed by TRIM and have been put on a waiting list due to unavailability of capacity at the time of assessment, TRIM will allocate capacity that becomes available from capacity creation through infrastructure recovery, capacity released upon expiry of existing agreements and capacity made available due to failure by other Access Seekers to utilise the allocated capacity.
- Capacity remaining after allocation to Access Seekers on the waiting list has been allocated, then the remaining capacity will be availed for application through the Ad-hoc capacity application process.





Access Fee

- For the initial phase, the Access fee includes usage of a mainline slot and usage of yards for the purpose of Train preparation to access the Main Line (for agreed yard free usage durations).

Marshalling Charge

- These charges stated in 5.2.6 are additional to the access fee and they are charged per train.

Occurrence Management Services Charges

- Charge for Occurrence Management Services carried out by the IM to restore operation of the network.

Electricity Usage Charges

- These will be passed on to customers based on usage.

Application Admin Fee

- Charge to cover Administrative costs of activities associated with processing the Application.

Yard Usage Time in Yard Exceeded Penalties

- Where a TOC exceeds the standard Yard Usage Time allocation as per service design for any unplanned reason other than force majeure, such as Not-to-go wagons, breakdowns etc., the Access Seeker will incur penalties for every minute exceeded in the yard.

Penalties

- Provides for penalties for both IM and Access Seekers.

KEY UPDATES TO CHAPTER 5 – COMMERCIAL SERVICES AND CHARGES

01

IM Penalties



IM PENALTIES

- Penalties shall be incurred by the IM, as calculated according to the formulae provided upon occurrence of the following action or event:
 - ✓ Deviation on contractual Train Path allocation agreement.
 - ✓ Train Path cancellations caused by the IM.
 - ✓ The IM's liability for Penalties that may be incurred shall be assessed and calculated within a period of 20 (twenty) Business Days of the completion of each Contract Year. If such liability is established or determined, the Access Seeker shall be entitled to invoice the IM for such Penalties (together with any VAT thereon if applicable)

02

Access Seeker Penalties



ACCESS SEEKER PENALTIES

- In the 2026/27 FY, IM will implement cancellation Penalties applicable to Customers
- KPI Penalties to be implemented later on a reciprocal basis. Penalties will only be raised once the Penalty framework has been developed and approved.

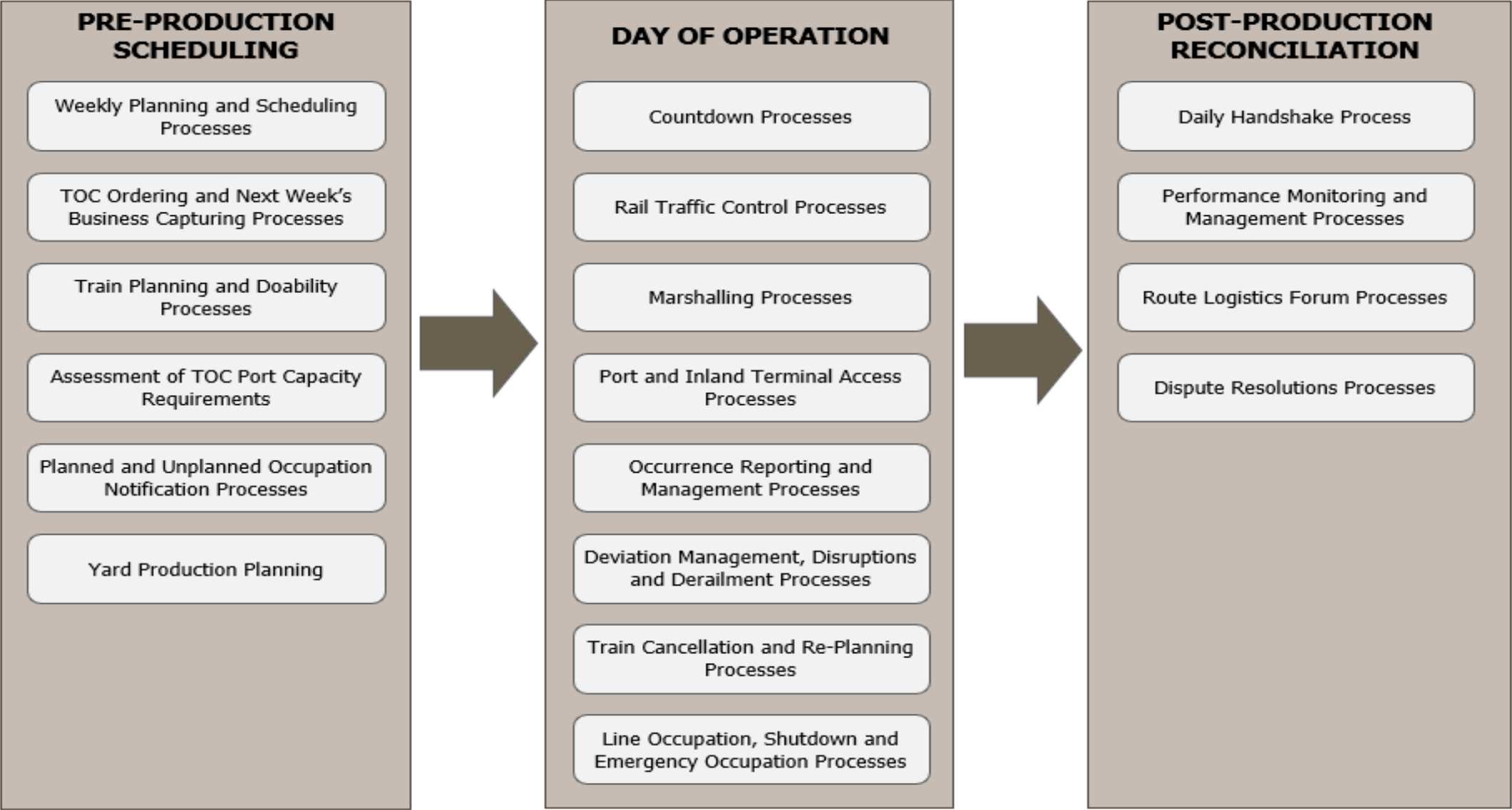
Immediate Penalties

- **IM:**
 - Deviation on contractual Train Path allocation agreement
 - Train Path Cancellations caused by the IM
- **Access Seeker**
 - Cancellations

Future Penalties

- Key Performance Indicators (KPIs)
- Overloading Charges
- Underloading Charges
- Skew Wagon Charges

- The penalty framework that will be implemented at a later stage will be piloted with TFR as the incumbent operator.
- New tariffs will be updated.



KEY UPDATES TO CHAPTER 6 – RAIL OPERATIONS

01

Terminology



TERMINOLOGY UPDATES

- Minor text changes relating to updated terminology have been incorporated

02

Key performance indicators



KEY PERFORMANCE INDICATORS

- KPIs have been updated.
- The key performance indicators (KPIs) which will be utilised for the purpose of network performance management are described in **Annexure 43** and will be applicable to the IM and Access Seeker.
- These will be utilised to evaluate and hold each other accountable in ensuring that the network performs to its full potential and capability. For now, there are no related financial implications for either party.
- KPIs have been defined for:
 - ✓ Ore
 - ✓ Manganese
 - ✓ Magnetite
 - ✓ Musina-Pyramid-Hoedspruit
 - ✓ Vereeniging – Danksraal – East London
 - ✓ Mafikeng – Beaconsfield – Potchefstroom
 - ✓ Lephalale – Richards Bay
 - ✓ Johannesburg – Durban
 - ✓ Rayton – Komatipoort – Richards Bay
 - ✓ Johannesburg – Cape Town
- The KPI Framework has been included in Chapter 6 of the Network Statement and is effective immediately.

Cross Border Operations

- ✓ Cross border operations still be addressed and finalised with the Department of Transport.

KEY UPDATES TO CHAPTER 7 – ANCILLARY FACILITIES AND OPERATIONAL SERVICES

01 Ancillary facilities services



ANCILLARY FACILITIES SERVICES

- This category of Ancillary Facilities Services refers to access to physical structure or assets
- A comprehensive list of available and operational ancillary services facilities are contained in a newly added Annexure (**Annexure 40: Ancillary Services Catalogue**)

02 Regulated yard operations services



REGULATED YARD OPERATIONS SERVICES

- This category of Ancillary Facilities Services refers to access to activities undertaken by a yard operator to enable safe, orderly and neutral movement of trains within the yards before departure.
- The services listed in this section will be performed by Yard Operations service providers on behalf of the IM for the purpose of ensuring fair access and orderly movement within the marshalling yards and terminals.

03 Application process for Ancillary Services



APPLICATION PROCESS

- Charges for any ancillary services will be determined and applied on an ad hoc basis for the financial year 2026/27. Ancillary Services updated in terms of what constitutes ancillary services.

PRINCIPLES OF SUPPLYING PROVIDING ANCILLARY SERVICES

- Detailed of applicable principles that will apply in the provision of Ancillary services for the objective of fair and equitable and efficient use of yard services have been included on detail in paragraph 7.7.7 of chapter 7

- Full chapter updated.
- INDEPENDENT OPERATIONS SERVICES: Chapter 7 also contains a list of services that are not provided by the IM, but that could be required by TOCs.



"REGULATED" ANCILLARY SERVICES

- Shunting of Trains into and out of Rail Yards;
- Removal of Access Seeker's NTGs from the shared lines within Rail Yards;
- Clearing of Main Line and clearing of any facilities in cases of incidents to restore rail services on the network;
- Acceptance and dispatching Trains into and out of Rail Yards;
- Managing and regulating yard planning and marshalling activities;
- Shunting out of NTG rail wagons where necessary;
- Staging of NTG rail wagons in a demarcated part of yard;
- It is the responsibility of the Access Seeker to remove NTGs and move them to their nominated repair location(s); however, should an Access Seeker staff not be within the vicinity of the required movement, the IM will deploy its resources via the service provider to affect the required movement; and
- Admitting TOC Locomotives to a Rail Yard.

"INDEPENDENT" ANCILLARY SERVICES

- Load Inspection services;
- Removal of Access Seeker NTGs and doing of running repairs;
- Day-to-day Rolling Stock pre-departure inspections;
- Terminal operational services (including terminal handling, storage and siding loading / offloading services);
- Wagon and locomotive maintenance services;
- Wagon leasing services;
- Crew training and competency certification services; and
- Locomotive leasing services.

OVERVIEW OF MATERIAL AMENDMENTS

Rail Access Agreement

Clause 1

Number of definitions added / amended:

- Ad-hoc Train Path Application Process
- Once Off Train Path
- Access Seeker
- Access

Clause 3

Maximum period of contract extended to 15 years from 10 years, with option to renew for additional 15 years to 30 years.

Clause 4

Conditions Precedent added (previous in NS)

OVERVIEW OF MATERIAL AMENDMENTS

Rail Access Agreement

Clause 10 & 29 read together

Force Majeure:

Introduces practical commercial remedy for prolonged FM impacts. Access fee for FM- not liable for Access Fee after FM notification given or if IM cannot provide alternate Train Path or TOC does want alternate path provided, access fee to be refunded by IM.

Clause 31

Termination on Notice Clause (Optional Clause)

Clause 37

Lender Protections: Lender Protection introduced.

OVERVIEW OF MATERIAL AMENDMENTS

Annexures



Annexure 17

Five-year Maintenance Investment Plan (based on the Corporate Plan)



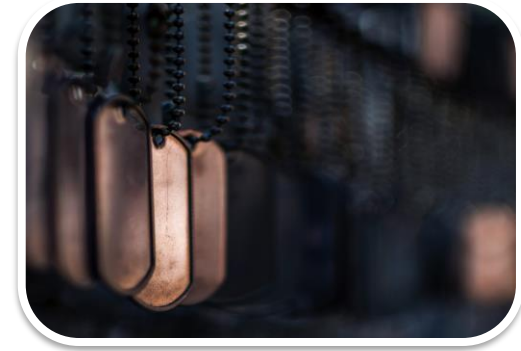
Annexure 33

Network Register.

33A: Point to Point transit times (new) and

33B: Capacity Statement (new)

Annexure 29b: Network Capacity Statement will be deleted.



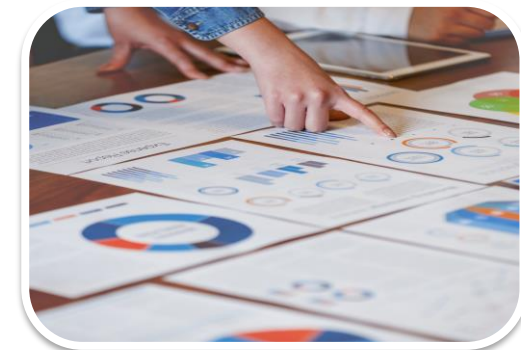
Annexure 40

Ancillary Services Catalogue



Annexure 42

Transnet Customer Collaboration Policy



Annexure 43

KPI Framework

TRANSNET



Thank you