

The beginning of better things

The end of Transnet rail monopoly

The Road Freight Association (RFA) notes that “the Minister of Transport, Barbara Creecy has approved the publishing of the Transnet Network Statement for the rail network in South Africa. The Network Statement facilitates open access to South Africa’s rail network by third-party operators.”

Are we about to see great things – or are we doomed onto a circle of argument and squabbles by various potential third-party operators as recently seen at the Port of Durban?

For years, the RFA has been very vocal about the need for ‘revolutionary’ change in our rail operations. Despite its current challenges, South Africa’s rail network, with its extensive reach and some (to this day) state-of-the art infrastructure in certain areas, has the potential to become a cornerstone of the national economy, driving growth and creating numerous jobs.

However, there are some nagging questions ...

- Can Transnet really create the required environment for third party operators to operate efficiently on the rail network?
- Is the rail network (ie the signalling, rail mass carrying capacity, points, sidings, warehousing, security and other infrastructure) ready to accommodate a ‘flood’ of trains and a drive from the national logistics chain requirements?



A visit by Transnet Group’s Chief Financial Officer, Nosipho Maphumulo, to the Saldanha and Cape Town Terminals. Nosipho’s visit aimed to deepen her insight into operational dynamics and terminal advancements, targeting the stabilisation of operations and finances by March 2025.

In attendance were executives from Transnet Port Terminals, including Chief Financial Officer Natasha Anderson and General Manager of Engineering, Capital Projects, and Operations Technology Jaco van der Westhuizen. The visit saw extensive engagement between these leaders, including Western Cape Managing Executive Oscar Borchards and the terminal’s leadership team.
www.transnet.net/

Whilst a huge amount of cargo is delivered via road every day, the reality is that the cargo needs to move between the origination and destination and the challenge will be creating an environment where system failures (or third-party failures) do not have

- Are the train sets adequate – or will these all need to come from the third-party operators?
- Who will adjudicate and resolve disagreements between these third-party operators or between them and Transnet itself?

a resultant collapse of the various routes identified for the open access.

The RFA has continually noted that rail needs to ‘carry its load’ – and this has been clearly under-written by the impact that we have all witnessed,

DRIVING SUPPLY CHAINS THAT THRIVE IN 2025

The Future of the Workforce in Supply Chain

The past decade has shown us how volatile industries can be, emphasising the need for well-trained professionals across various sectors. To thrive in 2025 and beyond, businesses require leaders who understand the complexities of Digital Transformation, Sustainable & Ethical Business Practices and Big Data & Predictive Analytics to remain relevant in a tech-driven world, make informed business-driven decisions and foster long-term success in their industries—all key components covered in our diverse range of short courses at Enterprises University of Pretoria (Enterprises UP).

Future Proof your Career with Enterprises UP

Our courses are carefully designed with real-world knowledge, practical tools, and expert-led training to help assist new and experienced industry professionals navigate challenges, seize opportunities, and succeed in 2025.

Join the 20Twenty Thrive movement and take your career to the next level.

SUPPLY CHAIN MANAGEMENT AND RELATED COURSES

- Customer Service Excellence
- GRAP/IPSAS Financial Reporting (Pretoria)
- Online course in Supply Chain Risk Management, Identify, Analyse, Respond and Manage Risks
- Strategic Capability and Leadership for Public Sector Managers
- Business Process Modelling
- Programme in Project Management (PPM)
- Contract Management
- Business Process Management
- Asset Management and GRAP Asset Accounting (Pretoria)
- Multimodal Transport- Planning, Operations, Evaluation
- Environmental Management and Regulation
- Compliance Management
- Effective Risk Management
- Money Laundering Detection and Investigation
- Negotiation Skills
- Programme in Supply Chain Management for Junior Practitioners
- Advanced Programme in Supply Chain Management for Senior Practitioners (Face-to-Face) PTA
- Total Quality Management
- Business Process Management
- Programme in Business Analysis
- Strategic Management Principles
- Outcomes-Based Monitoring and Evaluation Implementation
- Negotiation Skills
- Financial Management for Non-Financial Managers
- Comprehensive Project Management Programme for Built Environment Practitioners
- LGSETA Certificate: Municipal Finance Management Programme (MFMP) (SAQA ID 48965)
- Hands-on Supply Chain Management (Pretoria)
- PFMA Supply Chain Management Bid Committees Course
- Effective Stakeholder Management (Hybrid)
- Basic Course in Employee Assistance Programmes (EAP)
- Contract Drafting
- Cybersecurity
- Digital Forensics and Investigations
- Occupational Hygiene and Legal Knowledge
- Environmental Law
- Law for commercial Forensic Practitioners
- Effective Stakeholder Management
- Supervisory Management Skills
- Fleet Management
- PFMA Supply Chain Management Bid Committees Course
- Supply Chain Foundations “learning-by-playing” board game
- Programme in Asset and Maintenance Management

A business solutions partner of choice



www.enterprises.up.ac.za

info@enterprises.up.ac.za

012 434 2500

E | **ENTERPRISES**
University of Pretoria



www.transnet.net/

– damage and wear to the infrastructure, but increase in local business trading to support the increase in road freight traffic through these regions.

Truly, the publishing of the network statement is an important step.

The RFA encourages all companies that could become a third-party operator, to study the statement and to engage with the Dept of Transport in getting rail operations back to a viable and efficient service.

There will be many opportunities for road transport and there will be changes in how transport is done (in the long run), but we need to get the foundation pieces running ... **Reliably. Efficiently. Securely. Affordably.**

The Road Freight Association will watch with keen interest – 2025 will be a crucial year in ensuring that South Africa (thereby its economy and wealth creation for all its citizens in the form of employment) will turn around and become an invigorated and vibrant logistics hub, chain and developmental node for all modes of transport. Surely, by now, there should be no argument that road and rail can (and must) symbiotically work together. **SR**

on roads across the country. These roads were never built to take the volumes of vehicles nor the axle massloads (this being before any overloading comes into play) – and both roads and towns along the way have had a Jeckell and Hyde relationship

BIN SALES AND PALLET SALES

Contact: Johan or Janine
salesteam@masterjack.co.za

082 374 6903



MASTER JACK

Lifting Equipment • Pallets • Bins
Since 1989

PALLET JACK SALES

Contact: Brendan
internalsales@masterjack.co.za

www.MASTERJACK.co.za

Wheelie Bin-120L, 240L, 360L



Mobile Bin-660L & 1100L



Pallet Bin – Solid or Perforated



- 500kg or 1000kg
- Lids, Castors, And Outlet Valves are optional extras

Pallet Jacks

- 2000 to 5000kg
- 1200 x 685mm
- 1500 x 685mm
- 1800 x 685mm



Semi-Electric Stacker 1500kg

- Lifts up to 2500mm-3500mm
- Forkover or Wide Straddle
- Electric Lift
- Manual Push/Pull



Pharmaceutical Hygienic Pallet



1200mm x 1000mm x 150mm

Freezer Spacers



1219mm x 1016mm x 35mm



INDUSTRIAL DOORS AND LOADING DOCK EQUIPMENT

Doors and loading dock solutions to achieve efficient and temperature controlled working environments.

- ✓ Insulated sectional doors
- ✓ Dock levellers
- ✓ Docking accessories
- ✓ Dock seals and shelters
- ✓ Loadhouses



maxiflex[®]