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Transnet Engineering bags another major export order

Transnet SOC Ltd today shipped to Mozambique locomotives and passenger coaches manufactured at the company's heavy engineering and manufacturing unit, Transnet Engineering as the company's strategy to expand into the rest of Africa gathers momentum.

The locomotives and coaches, which were shipped from the company's facilities at the Port of Durban, are part of multi-million dollar orders from Corredor De Desenvolvimento Do Norte (CDN) and Central East African Railways (CEAR). The orders were for the supply of 10 Class 33 locomotives and 21 passenger coaches.

CDN operates in Mozambique and CEAR operates in Malawi. The train sets will be used in CDN's railway network of 872km running from Nacala to the country's border with Malawi. The company also operates on a branch line in Cuamba to Litchinga and a passenger train service between Nampula and Cuamba in Mozambique's north east region.

Transnet Engineering manufactured the train sets at its plants in Koedoespoort, east of Pretoria and Salt River in Cape Town. The train sets have completed Transnet's extensive comprehensive testing and commissioning programmes to ensure that all equipment and systems comply with customers' specifications.

Transnet Engineering, Transnet's engineering, rolling stock manufacturing and maintenance division, was previously primarily focused on servicing Transnet Freight Rail's fleet of locomotives and wagons and manufacturing of coaches for the Passenger Rail Agency of South Africa (Prasa).

In line with Transnet's focus on establishing itself as a centre of engineering excellence on the continent, Transnet Engineering has manufactured rolling stock for some of the continent's leading rail operators. This includes the supply of 560 specialised wagons to Botswana Rail; supply of 95 wagons to mining giant Rio Tinto for use in its coal mining operations in Mozambique and wagons to South African mining firm Exxaro's operations in the Democratic Republic of Congo among others.

Commenting on the milestone, Group Chief Executive, Mr Brian Molefe says: "We have set aside in excess of R4 billion for research and development, a significant part of which is focused on what our peers on the continent need. We're already reaping the benefits of this focus through an ever-expanding range of rolling stock products and crucially, a comprehensive list of satisfied customers."

"The mix of the contract awards is also encouraging with some following open tender processes in which we compete with some of the leading global manufacturers –

including original equipment manufacturers (OEMs), while a significant number is through referrals and invitations. The latter is further evidence of our growing reputation as a manufacturer among our customers,” adds Mr Molefe.

In line with Transnet’s commitment to the development of local suppliers and commitment to various government-led initiatives like the Competitive Supplier Development Programme, Transnet Engineering outsourced a significant portion of the work to emerging businesses. These include Rolling Stock Rail Services (RSRS), which was awarded a contract to paint and conversion of seats, and PROSEAT who supplied seats for the coaches and locos – both are based in East London, in the Eastern Cape.

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NOTES TO EDITORS

- About Transnet Engineering

Transnet Engineering (TE) (previously Transnet Rail Engineering) is division of South African state owned freight transport and logistics firm, Transnet SOC Ltd. The unit was renamed recently to reflect its refocus into a centre of engineering and manufacturing excellence in all areas of Transnet’s operations. TE operates six main factories situated at the major cities in South Africa with each factory serving as a centre for a group of satellite depots in its region. Major overhaul, repair, upgrading and new-build of wagons, locomotives and coaches takes place at the factories which are also home to the support businesses such as Rolling Stock Equipment, Wheels, Rotating Machines, Foundries and Auxiliary Equipment for manufacture and refurbishing of components. The depots in turn are dedicated to maintenance of rolling stock and are strategically positioned along key freight corridors. Lean Six Sigma programmes, complemented by agreements with OEMs for skills and know-how transfer, have placed TE firmly on the map as a world-class manufacturing and maintenance organisation. In addition to rail related engineering, TE also manufacturers and maintains port equipment including haulers.

Richard Vallihu is the Chief Executive.

- About Class 33 locomotives

The 33 class locomotive has a continuous tractive effort of 178 kN at 24 km/h and a starting tractive effort of 223 kN. The locomotive is fitted with a 12 cylinder GE 7FDL12B engine delivering 2000hp for traction. Power is delivered to the rail through a Co-Co bogie configuration and 6 GE761A6 traction motors. A Wabco 6CDX4UC compressor supplies both air and vacuum for locomotive operation. Each locomotive has a total nominal mass of 91000kg with a maximum allowable mass of 94494kg resulting of an axle load of 15, 2 tons per axle up to 15, 7 tons per axle.