

ANNEXURE A

OPERATING DIVISION	CURRENT BACKLOG (A) (Rm)	AMOUNT REQUIRED TO ERADICATE THESE (B)	PLANS TO ERADICATE THESE (YES/NO)	AMOUNT INCLUDED IN PLANS (C) (Rm)	IF NO PLANS, INDICATE WHY IF YES, PROVIDE DETAILS OF THE BACKLOG MAINTENANCE INTERVENTIONS
Pipelines	5	5			
Port Terminals	349	349	Y	5	Painting of buildings
				99	
Eastern Cape : Grain elevator	250	250	N	0	Commercial rationale has not been asserted or confirmed on proceeding with the investment, and Transnet is currently in the process of exploring other funding options which include Private Sector Participation.
KZN : Richards Bay sustaining project	89	89	Y	89	This estimate entails a project to restore critical items of the terminal.
Western Cape	10	10			Various terminals in the Western Cape; subsequent to the conditional assessments, indicated a requirement for immediate repairs which need to be done. Thereafter, a full motivation for mechanical and electrical upgrades will be scheduled for performance.
Freight Rail	907	907	Y	10	
				907	
Rolling Stock	907	907	Y	907	Due to the new locomotives, maintenance on the older locomotives have been curtailed. The only locomotives which are in backlog and will not be replaced with new locomotives, are a certain class used in shunting and some which are also used in branchlines. Projected backlog could also arise if the commodity mix and traffic mix moving in freight rail changes and with the wagons currently staged, then being required to be changed for the specific for the traffic composition.
Infrastructure made up of the following:					
Signalling	11754	11754	N	0	R31 billion funded to keep the network at current operating levels with an additional R23.2 billion required to address the backlog and to elevate Transnet Freight Rail greater network standards in order to remain competitive with the latest market supplies.
Rail yards	2406	2406	N	0	
Communications systems	37	37	Y	37	
Rail Tracks	13960	13960	N	0	The budget process for the 2015/16 Corporate Plan will determine the quantum of R28.2 billion that becomes funded and part of the plans from 2015/16 onwards.

(A) Amount currently behind on maintenance and repairs.

(B) Amount to be spent over the next years in order to remove/eliminate the backlog currently in existence.

(C) This amount may differ from amount required to eradicate the backlog due to various factors which include prioritisation, required time and resources.