



Reference number: TFR/I/WR/PULX/SFD-LPL

2012 -03- 14

VPM PLANNING

16 Green Street

KNYSNA

6570

Dear Lizemarie

**GEORGE-KNYSNA: PROPOSED UPGRADE OF PRIVATE LEVEL CROSSING TO PUBLIC  
LEVEL CROSSING AT KM 38,738 BETWEEN SEDGEFIELD AND LAKE PLEASANT STATIONS**

Your application dated 15 July 2011 refers.

There is no objection to your application subject to the following conditions:

- No work to be done within 3m of the track centre line without supervision and protection.
- Any fencing, drainage or access road damaged or removed must be repaired to its original state by the applicant/developer.
- Any damage to Transnet Freight Rail's property will be for the applicant's account.
- For signage required, refer to SARTSM Volume 2 Chapter 7. Please note that the applicant will supply and erect the required road signs as well as painting the required road markings.
- Road crossing straight railway tracks should be level with the top of the rails for a minimum distance of 3 metres from the outer rails as per clause 9.6.11 of the Track Maintenance Manual.
- In no case may the width of the road at any level crossing be less than the width of the road which it serves as per clause 9.6.15 of the Track Maintenance Manual.
- Clause 9.6.12 the gradient of a road crossing a single curved railway track should follow the cant of the track (but not steeper than 1 in 15) for a minimum distance of 3m beyond the rails on both sides of the track as prescribed in the Track Maintenance Manual.
- Note: The level crossing cannot comply with both clause 9.6.11 and 9.6.12, the railway line can either be straight or curved.
- Costs that may arise from train delays due to reasons attributable by the development shall be for account of the applicant.
- Due to additional expected traffic resulting from the development, this office requires the following:
  - 1) Rip and re-compact the 150mm sub base layer to 98 % MOD AASHTO.
  - 2) Resurfacing the portion between the tracks.
  - 3) Provision for the signaling cost must be made for future re-opening of the line.
  - 4) The prevailing drainage pattern and flow of water shall be maintained but, if temporarily altered, the original conditions shall be restored.

Transnet SOC Ltd  
Registration Number  
1990/000900/06

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Directors: ME Mkwana (Chairman) B Molefe\* (Group Chief Executive) NK Choubey# MA Faniucchi Y Forbes HD Gazendam NBP Gcaba MP Malungani BD Mkhwanazi  
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\*Executive #Indian

www.transnet.net

Group Company Secretary: ANC Cebe

- 5) Rock shall not be used within 900mm of the track formation except with the permission of Transnet Freight Rail's Engineer.
- 6) The applicant/contractor shall be solely responsible for attaining the minimum densities and strength specified.
- 7) Compaction should be done in layers not exceeding 150mm.
- Transnet Freight Rail will only remove and replace the rails, sleepers and ballast at the cost of the applicant.
- If by the time of construction the line is active, Transnet Freight Rail will provide protection and supervision, by means of two Flagmen and a Track Master at a rate of R140,00 (VAT included) per hour for each person per eight hour day.
- It is the responsibility of the applicant to determine the duration of the works within Transnet Freight Rail's reserve.
- A plan meeting will needed to be held two months before the start of construction for occupational purposes (Train Schedule.)
- This office requires six weeks notice of the day on which the work is to be carried out in order to organize an occupation.
- A minimum of three days will be required to break, rebuilt and align the track.
- The minimum cost for breaking up and rebuilding the track is R53 760, 00(VAT included).
- Mr. Luyanda Kombella from Transnet Freight Rail must be contacted on telephone number (041) 507 4067 or cell phone number 083 458 9639 in this regard.
- **The work must commence within 3 months after approval. If work does not commence within 3 months Transnet Freight Rail to be advised timeously.**

#### **SIGNAL CONDITIONS:**

- The line is currently closed.
- Should the line become operational, flashlights and booms will have to be installed.
- The installation will be done according to the latest laid down Transnet specifications without compromise.
- The cost for the installation of new flashlight and booms amounts to R1,407,031, 00 This amount consists of the current price for labour, material, testing and commissioning.
- Appropriate Local Authority must signed a document to confirm that they are aware of the fact that should the line be active again, they will be personally liable for the cost of installing flashlights and booms.
- The quotation for the above-mentioned crossing is made up as follows:

#### **Fixed costs:**

Transnet Freight Rail	Administration fee	R1 368, 00(Vat included)
Track	Inspection fee	R1 000, 00(VAT included) once off
Track	Braking up and rebuilding of track	R53 760, 00(VAT included)

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Total	R56128, 00
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**The total amount of R56128, 00 must be deposited at the nearest branch of Standard Bank against Transnet Freight Rail's account number 203158598 (Braamfontein branch code: 4805). A copy of the deposit slip must be faxed to the Depot Engineer, Infrastructure, Port Elizabeth, fax no. (041) 507 4189 and the original signed E7/2 document must be forwarded to Mrs. Ruth Springbok, Inyanda House 3, 12A St Andrews Road, Table 2/10, Parktown, 2193 before the work will be allowed to commence.**

**A tax invoice will be provided on completion of the work and you will be held responsible for any additional costs that may arise as a result of the work.**

**You're sincerely**



**T. De Vager  
Infrastructure Manager  
(Rail Network)  
Western Region**

**Copies to: Depot Engineer, Port Elizabeth, PO Box 2317, North End, 6056  
(Reference: DE/B/R/B/13/1/7)**