

Road to Rail movement of cargo—one of the topics under discussion at the Transport Indaba, 02 October 2026, Durban ICC: Duma says the historic gathering will shape the transport sector in KwaZulu-Natal. He will release a list of dignitaries, speakers, and moderators tomorrow.

Media Invite and Public Statement by the MEC for Transport and Human Settlements, Siboniso Duma.

29 September 2026

Inkosi Mhlabunzima Maphumulo House: As we count down to the Transport Indaba, we have confirmed a solid line-up of speakers and moderators representing different modes of transport.

We will release a comprehensive list of dignitaries, speakers, and moderators tomorrow.

We invite members of the media to cover this gathering scheduled to take place at the Inkosi Albert Luthuli International Convention Centre, Durban ICC, on the 2nd of October 2026 starting at 9am.

The gathering will reflect on many issues including efforts aimed at shifting millions of tons of freight from road to rail. We have in the past raised, very sharply, our concerns about horrific accidents caused by trucks.

The Chief Executive Officer of Transnet Rail Infrastructure, Moshe Motlohi, and a team from the National Department of Transport responsible for the Rail Master Plan will give updates.

We are encouraged that the Minister of Transport, Barbara Creecy, is guiding Transnet to move with speed with the rail reform programme.

As pointed out in the past, a single heavy-haul coal train (often powered by 1 to 4 locomotives pulling 100 to 200+ wagons) typically carries between 13,000 and 17,000 tons of coal.

This simple means that one single coal train replaces approximately 300 to 425 road trucks.

We have been consistent in pointing out that fewer trucks on the roads will lead to fewer accidents on the N3, N2 and other major routes in this province.

The N3/N11 corridor between Durban and Gauteng and the interior handles approximately 47 million tons of road freight per annum.

The N2 corridor route from Richards Bay to Mpumalanga via Piet Retief is an important route for timber, coal, and other commodities and handles approximately 10.5 million tons of road freight per annum.

To the south of Durban, the N2 corridor links KZN to the Eastern Cape and the Southern Regions of South Africa and handles approximately 9 million tons of road freight per annum.

During the Indaba, we will receive a report and interrogate progress about the establishment of a rolling stock Leasing Company (LeaseCo).

We welcome the fact that the company will modernize freight operations, attract private investment, and widen participation in rail operations.

Ends

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