NEW GE DIESELS FOR SOUTH AFRICA

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Details of GE Transportation's 100 new diesel-electric locomotives for Transnet Freight Rail (TFR) are as follows:

GE's model C30ACi, the first AC diesel electric locomotive to be introduced to sub-Saharan Africa, will have an engine that delivers 3,300 gross horsepower (GHP) using an electronic fuel-injection system that automatically supplies the exact amount of fuel needed for optimal engine efficiency. The locomotives will also feature GE's unique AC propulsion technology and dynamic braking. The first locomotives and kits are scheduled to be delivered in early 2011; locomotive assembly at Transnet Rail Engineering (TRE), using kits from GE's Erie plant and engines from that at Grove City, should begin at the end of 2010.

GE Transportation explains that "the addition of these new locomotives, which will be used to haul freight and coal, will decrease life-cycle costs, improve fuel efficiency and reduce emissions."

GE Transportation has an installed base of some 1,200 GE locomotives in Africa some 900 of which are in South Africa.

In 2008, the company points out, "GE Transportation took South Africa's Western Cape Orex line to the next level with the longest production train in the world, made possible through the LOCOTROL technology solution. This distributed power system – a first in South Africa – allows longer, safer trains on the critical Western Cape Saldanha Bay iron ore export line. Orex is the only heavy-haul iron-ore railway line in South Africa and the second-longest iron-ore railway line in the world at some 861km. It feeds the port of Saldanha Bay, for export to a global market hungry for South African iron ore. Until now, the carrying capacity of the line itself has been a major barrier to increasing economy-boosting iron ore exports.

"GE worked closely with TRE to develop a comprehensive localisation plan that complements local strengths and transfers world-class skills and technology where applicable.