ANNEXURE A

TRANSNET FREIGHT RAIL

SCOPE OF WORK

The purpose of this guidance document is to outline the technical specifications required in the intended tender and receive approval for the specifications from all stakeholders prior to the creation of a business case/tender. This document sets out the key areas that should be included in a specification document.

PROJECT TITLE:	*Provision of Maintenance Services of the newly Installed Optic Fibre Cable (OFC) between Blaney and Cookhouse, for a period of 24 Months*

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1. BACKGROUND

Optical Fibre Cables (OFC) have been installed alongside the Blaney - Cookhouse railway line in the year 2021. The installed OFC is a new 36 core fibre cable route which is strung on both concrete and wooden poles and terminates in three (x3) built Transmission rooms in a form of containers and covers a 230km distance. This OFC route transverses along the rail network that is not electrified, are manned within the jurisdiction of the East London and Port Elizabeth depots respectively, demarcated in three sections as follows:

1.1.1. Cookhouse – Adelaide, 70km
1.1.2. Adelaide – Alice, 70km
1.1.3. Alice to Blaney, 90km

The lifespan of these cables is 10 years, so the maintenance of these cables should be in place as a precaution against the risk of their failure and the negative direct consequences this will have on train operations. TFR Telecoms operational cost centre has been approved for the maintenance of the OFC sections.

The TDR addresses the required maintenance for a period of 12 months with provision to extend with an additional 12 months should a need arise that is should TFR Telecoms encounter delays of insourcing and capacitating the East London and the Port Elizabeth depots with equivalent maintenance resources required to sustain future maintenance requirements of these cables.

2. CURRENT SITUATION

Historically, for this part of the section, TFR did not have fibre cables installed and as a result does not have maintenance team staged along the route. The TFR diesel bound rail infrastructure was opened in September 2021 for train movement which is supported by the built of OFC cables to aid railway bound system's communications.

The newly installed OFC is not yet carrying traffic and is yet to be handed over for maintenance and operation due to the absence of the required maintenance resources from respective depots. As a result, these OFC sections are exposed to the lack of maintenance, theft, and vandalism (20 poles have been cut and stolen since July 2021) and are not yet capitalised to asset register. These pose a risk of the fibre cable integrity and the opportunity loss of the benefit that are projected to be realised from this investment.

3. PURPOSE / OBJECTIVE

The purpose of this Demand Request is to provision for maintenance services of the newly Installed Optic Fibre Cable (OFC) between Blaney and Cookhouse, for a period of 24 Months and, demarcated in the following sections:

1.1.1. Cookhouse – Adelaide, 70km distance and a telecommunication container at Adelaide.
1.1.2. Adelaide – Alice, 70km distance and a Telecommunication container at Alice.
1.1.3. Alice to Blaney, 90km distance and a Telecommunication container at Kings William Tow

4. TECHNICAL SPECIFICATION

4.1 Introduction

4.1.1. Transnet Freight Rail (TFR) seek for contractors for the maintenance of the newly installed 36 core fibre cable between Blaney and Cookhouse sections in the Cape Corridor. Estimated BOQ's are provided in Annexure C.

4.1.2. Fibre Cables and maintenance spares procurement will be done by TFR and free issued to the contractor(s).

4.1.3. The new 36 core fibre cable that is installed will be carrying high bandwidth services including third party customers, and as a result no interference with working circuits or traffic will be acceptable.

4.1.4. The work must be planned to ensure minimal interruption to normal train services.

4.1.5. Respondents must note that fault works may have to be conducted at off peak hours when OFC is operating at reduced capacity with some form of disruptions to train and customer services. Respondents must therefore allow for significant off peak and weekend working and provision for it in the BoQ. Transnet working hours is 07h00 to 16h00 and off-peak hours commence after 17h00. Weekends and public holidays are classified as off-peak hours.

4.1.6. Maximum benefit must be gained from normal track and other RN department occupations requested for routine maintenance. It is therefore imperative that the TFR Supervisor and Respondent's Supervisor attend the regular "occupation" meetings arranged by Train Operations.

4.1.7. An **Occupational Health and Safety Plan and Risk Assessment** must be outlined in the tender document and submitted to the Project Manager by the successful Respondent before work commences. The Risk Assessment and Safety Plan must also be placed on the Respondent's Site Safety File.

4.1.8. Safety induction is required before commencement of work. Minimum safety instructions and Guidelines will be taught and must always be observed and exercised.

4.1.9. The Respondent must be equipped with all the required plant, tools, safety equipment and PPE (Personal Protective Equipment) to carry out the maintenance works effectively and safely.

4.1.10. Respondents must note that TFR will utilize TFR (Telecoms) supervisors / inspectors at any time during the contract period to inspect the progress and quality of the respondent's work. This person is not available on a full-time basis (on site) and will make scheduled and random site visits.

4.1.11. The successful Respondent must appoint a Site Supervisor for the duration of the contract. The Site Supervisor must be "in charge" on site for the full duration of the contract.

4.1.12. The Respondent's site supervisor must be issued with a site diary and TFR will provide a site instruction book. These books must always be kept updated and copies handed over to the TFR Project Manager at progress meetings.

4.2 SCOPE

The specified OFC sections depict the required scope of work and associated OFC length as measured by the track distances.

4.2.1. An Estimated Bill of Quantities are shared by TFR in Annexure C for pricing.

4.2.2. The Contractor will test the fibres after any splicing and replacement works and send these results to TFR's QA department, alerting them if any traces differ from the specifications' records.

4.2.3. The Contractor must maintain the OFC according to TFR's specifications and Written Safe Working Procedures.

4.2.4. After any splice and replacement works, the Contractor must test all the fibres of the OFC from ODF to ODF and submit the fibre traces to TFR's QA department.

4.3 The Technical Requirements

4.3.1. The maintenance must comply with the following specifications standards;

a) SPC-00029: Trenching, Laying and Hauling in of Communication Cables

b) SPC-01279: Erection of Wooden Pole Routes

c) SPC-00575: Planning and Erection of Self-Supporting Optical Fibre Cable on Traction Masts

d) SPC-00583: Optical Fibre Accessories

e) SPC-00587: Horizontal Directional Drilling

f) SPC-00588: Optical Fibre Cable Ducts

g) SPC-00589: Civil Engineering Works associated with Underground Telecom Plant

h) SPC-00590: Working to Way leaves, Site Establishment, Safety and Local Authority Requirements

i) SPC-01242: Wooden Poles for OFC Installations

j) SPC-00033: Optical Fibre Testing Equipment

k) PRC-00106: Post installation Test for Optical Fibre Cables

l) PRC-00107: Pre-testing of Optical Fibre Cables on Drums

m) PRC-00112: Written Safe Working Procedures for Erection of ADSS OFC on AC OHTE

n) E7/1: Works on, over, under or adjacent to railway lines and near high voltage equipment.

o) E.4E: Compliance with the Occupational Health and Safety Act (Act 85 of 1993)

p) SOP-0H00: Safe Work Procedure for working in confined spaces

q) BBF1026: Generic Equipment Cabinet

5.3.2 Respondents must quote unit rates in accordance with the attached Bills of Quantities (Annexure C). Price comparisons between bids will be based on these prices.

5.3.3 Enough certificated employees (as per section 5.4 below, "Required Contractor's team composition) to work on OFC must be in the Respondents employment during maintenance works.

5.4 Other Requirements

5.4.1 On award of the contract, the Contractor will inspect the route with TFR supervisor that the AS-IS current state is recorded before commencement of the contract.

5.4.2 The work must be planned to ensure minimal interruption to normal train services.

5.4.3 The contractor will be required to perform maintenance activities in line with TFR current maintenance strategies following rigorous maintenance schedule and approved policies for the below maintenance regimes.

5.4.4 TFR Telecoms Maintenance scope of work includes remedial and preventative maintenance as well as Condition Assessments of equipment and infrastructure.

5.4.5 A report is required to ascertain/indicate whether maintenance is being executed at the demarcated sections for both preventative and corrective maintenance, defined as follows;

Table 1: TFR Telecoms Maintenance Strategies

MAINTENANCE REGIME / POLICIES	DEFINITION
MICA	Manual for Infrastructure Condition Assessment
RPM	Routine Preventative Maintenance
CPM	Corrective Preventative Maintenance
Fault	Fault Management

5.5 Maintenance Requirements

5.5.1 MICA TASKS

5.5.1.1 MICA job cards are automated in SAP system and are normally executed on medium period and dependent on the equipment type, it could also be a shorter period.

5.5.1.2 A MICA task is purely a visual observation to check/assess the overall physical condition of infrastructure/equipment.

5.5.1.3 Contractors will be required to execute MICA maintenance job cards as scheduled that will be submitted and measured against the master infrastructure reports to confirm execution and that payments can be initiated.

5.5.1.4 These reports will serve as an indicator that MICA maintenance is being executed as planned and per equipment schedule per location.

5.5.1.5 The scope of the MICA maintenance works includes the following.

a) To determine the physical condition and safety of OFC mounted on both wooden and concrete poles installed along railway line formation and record any defects.
b) To check all junction boxes are properly secured.
c) Schedule and repair all defects identified during inspections.
d) To ensure that all track side OFC installations and apparatus complies with the set standards.

5.5.1.6 The MICA schedule is depicted below: Bidders will be required to comply to the MICA activities and schedules.

Table 1: MICA Inspection Activities and time schedule

OFC Peripheral	Activity	Frequency
Mast Brackets	Check if mounting is still secure not damaged or rusted	Monthly
Dead Ends	Check to see if mounting is still secure	Monthly
Slack Boxes	Check if mounting is still secure not damaged or rusted	Monthly
Tangents	Check for uncoiling	Monthly
Fibre	Check to see if fibre is not sagging, out of tangent, shaving and condition of sheath (physical inspection)	Monthly
Bobbin	Check if broken, out of bracket hook (Slit Pin)	Monthly
Dome Joint	Check to see if mounting is still secure	Monthly
Unistrut	Check to see if cover is still on and mounting still secure.	Monthly
Free Standing Wooden Pole	Check to see if pole is not leaning over and stay wire is still in order	Monthly
Vegetation and Rocks	Check for any vegetation near the fibre cable (3m radius)	Monthly
Boom Crossing	Check to see if the PVC pipe is still secure and cable is not exposed.	Monthly
Third Party Works	Check for any work parties proposing a threat to the OFC route	Monthly

5.5.2 RPM TASKS

5.5.2.1 Routine Preventative Maintenance job cards are automated in SAP and are based on a scheduled maintenance programmed carried out during specific intervals (Monthly, 3 Monthly, 6 Monthly, Annual).

5.5.2.2 This includes cleaning, taking readings and running various tests using specific test equipment to check and maintain performance of the asset / equipment.

5.5.2.3 Contractors will be required to execute RPM maintenance job cards as scheduled that will be submitted and measured against the master infrastructure reports to confirm execution and that payments can be initiated.

5.5.2.4 These reports serve as an indicator that maintenance is being executed as planned and per equipment schedule per location.

5.5.2.5 The scope of the RPM maintenance works includes the following;

a) To determine by visual inspection the condition and safety of the OFC, transmission equipment and housing or Shelter for the OFC cables.
b) Checking all OFC routes to ensure the fibre is properly secured and that there are no visible damages or micro bends.
c) Measurement of optical fibre performance parameters

d) Inspection and cleaning of all optical fibre joint boxes and manholes
e) Cleaning of optical fibre connectors as required either for corrective or preventative maintenance
f) OTDR tests of all spare fibres to be conducted.
g) Schedule and repair all defects identified during inspections.
h) To ensure that all track side OFC installations, equipment and apparatus complies with the set standards.

5.5.2.6 The RPM schedule is depicted below: Bidders will be required to comply to the RPM activities and schedules.

Table 2: RPM Inspection Activities and time schedule

OFC Peripheral	Activity	Frequency
Optical Fibre Cable (/km)	Visual Inspection	Bi-Weekly
Optical Fibre Cable testing	OTDR test on spare fibres	Quarterly (every 3rd month)
DWDM	RPM: TX Backbone	Monthly
Container / Shelter	Check if mounting is still secure not damaged or rusted	Monthly
Optical Distribution Frames (ODF)	Check for uncoiling	Monthly
48V Batteries	Check to see if fibre is not sagging, out of tangent, shaving and condition of sheath	Monthly
48V Charger	Check if broken, out of bracket hook (Slit Pin)	Monthly
Lightning Protection AC	Check to see if mounting is still secure	Monthly
Earth Guard Kits	Check to see if cover is still on and mounting still secure.	Monthly
Cables and connectors	Check to see if pole is not leaning over and stay wire is still in order	Monthly
Air conditioning unit	Check for functionality of the unit.	Monthly

5.5.3 CPM TASKS

5.5.3.1 Corrective Preventative Maintenance is done only when a fault on the asset / equipment is discovered during assessment (MICA) or Routing Preventative maintenance (RPM).

5.5.3.2 Whilst performing Routine Preventative Maintenance or MICA, if equipment is found to be faulty, the corrective work is done and a separate Corrective Plant Maintenance (CPM) Order, the contractor will request CPM order to be generated by TFR Maintenance Controller that can be completed with faults details.

5.5.3.3 Contractors will be required to prepare a permanent repair plan, including costing, project time line, obtain any necessary permits and manage all environmental risks and dangers to be able to execute CPM maintenance job cards as scheduled that will be submitted and measured against the master infrastructure reports to confirm execution and that payments can be initiated.

5.5.3.4 This serves as an indicator that corrective maintenance is being executed as planned and per equipment schedule per location with details of what was performed or replaced.

5.5.4 FAULT MANAGEMENT

5.5.4.1 Transnet National Operations Centre (NOC) will immediately report any service disruptions to the contractor.

5.5.4.2 The NOC Centre operates on a 24x7x365 and for this purpose;

a) The contractor is to maintain manpower and equipment for response to OFC damages /interruptions within the targeted Estimated Time for Repairs (ETR) and,

b) Must strive to restore all service disruptions report back to the TFR National Operations Centre with clearance times and details for all incidents.

5.5.4.3 Fault management process is summarised below;

a) The contractor shall generate a standby list with names of Technicians and contact details for call out by National Contact Centre 24/7.

b) This list is compiled monthly and amended as and when changes are required (sick, leave, etc.) and the NCC must be updated with changes.

c) List must include vehicle details and contact details that must be updated regularly

d) NCC generates SAP notification / fault reference no.

e) NCC contacts and dispatch the contractor's technician to attend and resolve the fault.

f) Technician completes job while giving regular feedback to the NOC i.e. a status update an hour after the fault was reported to confirm whether the technician responsible for the reported fault has reached the site of the reported fault, and the estimated time which it will take the technician to remedy the Reported Fault;

g) Technician updates NCC with resolution details.

h) Technician records notification, travel, labour time, spares used etc. on SAP 01.

i) Technician hands SAP01 to TFR Supervisor for approval, who will in turn hand to the Maintenance Controller for recording in SAP.

j) Notification is updated and a PM Order is generated for costing and invoicing

k) Documents are printed, signed and filed for payment.

5.5.5 MATERIAL MANAGEMENT

5.5.5.1 TFR will procure and free issue all maintenance related materials required. The responsible depot will buy, and store adequate material required for maintenance of the OFC based on the MICA and spare management guidelines.

5.5.5.2 Through alignment meetings, the contractor and TFR representatives will agree on acceptable number of spares to be handed to the contractor, spare on hold at TFR warehouses and spare management process for immediate faults, planned occupations and shutdowns and emergencies.

5.5.5.3 These materials should be free issued to the contractor and managed though SAP process that records of used, available and to be replenished, are captured correctly on a real time basis.

5.5.5.4 TFR will provide security personnel as and when required for patrol services.

5.6 REQUIRED CONTRACTOR'S TEAM COMPOSITION

5.6.1 Section 1: Cookhouse – Adelaide, 70 000 km distance

A. MICA LABOUR REQUIREMENT PER 70KM: Physical Walking Inspection (Frequency: Bi-Monthly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	10 days

B. RPM LABOUR REQUIREMENT PER 70KM

i. **Physical Walking Inspection: (Frequency: Biweekly, Monthly and Quarterly)**

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	8 days 10 days 10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	8 days
Security Guard ➢ x2 – B grade security guards	2	8 hrs	8 days

C. CPM AND FAULTS LABOUR REQUIREMENT PER 70KM

i. FREQUENCY: PLANNED CORRECTIVE MAINTENANCE – PLANNED SHUT DOWN AND OCCUPATIONS

Description	Resources	Unit	Max Period
Labour Component ➢ X1 - Engineering Technicians ➢ x2 - Service Technicians ➢ x2 – General Workers	5	10 hrs	10 days
Vehicle ➢ x2 – 4x4 double Cabs	2	80km	10 days
Flagmen ➢ x2 – Appointed flagmen	2	10 hrs	10 days
Security Guard ➢ x2 – B grade security guards	2	10 hrs	10 days

ii. FREQUENCY: UNPLANNED CORRECTIVE MAINTENANCE – FAULTS

Description	Resources	Unit	Max Period
Labour Component ➢ x1 - Engineering Technician ➢ x2 – General Worker	3	4 hrs	As and when required
Vehicle x1 – 4x4 double Cab	1	80km	As and when required
Security Guard ➢ x1 – B grade security guard	1	4 hrs	As and when required

5.6.2 Section 2: Adelaide – Alice, 70 000 km distance

A. MICA LABOUR REQUIREMENT PER 70KM: Physical Walking Inspection

(Frequency: Bi-Monthly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	10 days

B. RPM LABOUR REQUIREMENT PER 70KM

i. Physical Walking Inspection: (Frequency: Biweekly, Monthly and Quarterly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	8 days 10 days 10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	8 days
Security Guard ➢ x2 – B grade security guards	2	8 hrs	8 days

ii. Physical Routine Walking Inspection (Frequency: Bi-Weekly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Service Technician ➢ x1 – General Worker	2	8 hrs	4 days
Vehicle x1 – 4x4 double Cab	1	80km	4 days
Security Guard ➢ x1 – B grade security guard	1	8 hrs	4 days

C. CPM AND FAULTS LABOUR REQUIREMENT PER 70KM

i. FREQUENCY: PLANNED CORRECTIVE MAINTENANCE – PLANNED SHUT DOWN AND OCCUPATIONS

Description	Resources	Unit	Max Period
Labour Component ➢ X1 - Engineering Technicians ➢ x2 - Service Technicians ➢ x2 – General Workers	5	10 hrs	10 days
Vehicle ➢ x2 – 4x4 double Cabs	2	80km	10 days
Flagmen ➢ x2 – Appointed flagmen	2	10 hrs	10 days
Security Guard ➢ x2 – B grade security guards	2	10 hrs	10 days

ii. FREQUENCY: UNPLANNED CORRECTIVE MAINTENANCE – FAULTS

Description	Resources	Unit	Max Period
Labour Component ➢ x1 - Engineering Technician ➢ x2 – General Worker	3	4 hrs	As and when required
Vehicle x1 – 4x4 double Cab	1	80km	As and when required
Security Guard ➢ x1 – B grade security guard	1	4 hrs	As and when required

5.6.3 Section 3: Alice – Blaney, 90 KM distance

A. MICA LABOUR REQUIREMENT PER 90KM: Physical Walking Inspection

(Frequency: Bi-Monthly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	10 days

B. RPM LABOUR REQUIREMENT PER 90KM

i. Physical Walking Inspection: (Frequency: Biweekly, Monthly and Quarterly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Engineering Technician ➢ x1 - Service Technician ➢ x1 – General Worker	3	8 hrs	8 days 10 days 10 days
Vehicle ➢ x1 – 4x4 double Cab	1	80km	8 days
Security Guard ➢ x2 – B grade security guards	2	8 hrs	8 days

ii. Physical Routine Walking Inspection (Frequency: Bi-Weekly)

Description	Resources	Unit	Period
Labour Component ➢ x1 - Service Technician ➢ x1 – General Worker	2	8 hrs	4 days
Vehicle x1 – 4x4 double Cab	1	80km	4 days
Security Guard ➢ x1 – B grade security guard	1	8 hrs	4 days

C. CPM AND FAULTS LABOUR REQUIREMENT PER 70KM

i. FREQUENCY: PLANNED CORRECTIVE MAINTENANCE – PLANNED SHUT DOWN AND OCCUPATIONS

Description	Resources	Unit	Max Period
Labour Component ➢ X1 - Engineering Technicians ➢ x2 - Service Technicians ➢ x2 – General Workers	5	10 hrs	10 days
Vehicle ➢ x2 – 4x4 double Cabs	2	80km	10 days
Flagmen ➢ x2 – Appointed flagmen	2	10 hrs	10 days
Security Guard ➢ x2 – B grade security guards	2	10 hrs	10 days

ii. FREQUENCY: UNPLANNED CORRECTIVE MAINTENANCE – FAULTS

Description	Resources	Unit	Max Period
Labour Component ➢ x1 - Engineering Technician ➢ x2 – General Worker	3	4 hrs	As and when required
Vehicle x1 – 4x4 double Cab	1	80km	As and when required
Security Guard ➢ x1 – B grade security guard	1	4 hrs	As and when required

6 DOCUMENT, POLICIES AND GUIDELINES

The contractor will be provided with the following maintenance documents for them to be able to execute their works effectively and as per set standards;

- MICA documents
- SAP Books
- Logbooks
- OFC Specifications
- Fault Management and escalation procedure manuals
- Safety manuals

7 RISK AND SAFETY

The contractor will be responsible for risk and safety adherences as per as per Transnet policies and COVID_19 regulations.

7.1 Should the Respondent become aware of any issues beyond his control that may delay the works, then he must apply for an extension of time within 10 days of this awareness.

7.2 Penalties of 1 % of the contract value per week late will be invoked.

7.3 Technical Risks Identified:

7.3.1 Delays due to occupations not being granted

7.3.2 Adverse weather conditions

7.4 Constraints:

7.4.1 Delivery times

7.4.2 Occupations

8 Implementation Requirements:

8.1.1 In order to optimise maintenance works and utilize the contractors effectively, this TDR request is planned for a split award per section. Respondent will be preferred to be awarded one section of the scope of work for either of the following;

a) Section 1: Cookhouse – Adelaide, 70km
b) Section 2: Adelaide – Alice, 70km
c) Section 3: Alice to Blaney, 90km

8.1.2 Transnet reserve the right to award to one (1) or more bidders depending on the RFx response and several bidder(s) that passes the tender requirements.

8.1.3 Respondents are welcomed to bid and respond for more than one section; however, bidders are to note that Transnet intend to split award per section per bidder unless if it is not possible to do so, one (1) bidder can be awarded the Tender.

8.1.4 Respondents are welcomed to bid and respond for more than one demarcated section, however, proof of residence within the specified municipality area in each demarcated region or authority to conduct work obtained from the specified district and local municipality where work is planned to be undertaken, must be submitted as a mandatory document to this request.

8.1.5 Bidders must indicate the sections they are bidding for by a means of a tick in the below criterion.

Demarcated Sections	**Tick (√)**	**Proof of Business Residence (Municipality rates/statement or letter of Authority to operate)**
1. Cookhouse – Adelaide, 70km		
2. Adelaide – Alice, 70km		
3. Alice to Blaney, 90km		

8.1.6 The following are demarcation of the section with recognised associated municipalities

Demarcated Sections	**Demarcated LOCAL Municipality**
1. Cookhouse – Adelaide, 70km	Sarah Baartman District Municipality which includes but not limited to; - Blue Crane Route Local Municipality
2. Adelaide – Alice, 70km	Amathole District Municipality which includes but not limited to; - Raymond Mhlaba Local Municipality - Nkonkobe Local Municipality
3. Alice to Blaney, 90km	Buffalo City Metropolitan Municipality which includes but not limited to; - Qonce and Dimbaza

8.1.7 On award of the contract, the Contractor will inspect the route with TFR supervisor that the AS-IS current state is recorded and submit the report to Transnet before commencement of the contract.

8.1.8 The Contractor must prepare a maintenance plant and cash flow forecast.

8.1.9 All Labour and tools must be supplied by the successful Contractor.

8.1.10 The Contractor must order the required installation materials. These materials have been complied to for the local content under RFP for faming the Panel of Installation Contractors.

8.1.11 The Contractor must establish a working site where all resources will be situated.

8.1.12 The work must be planned to ensure minimal interruption to normal train services.

8.1.13 The Contractor must do maintenance for the first two (2) weeks of the contract period on the section under TFR supervision to ensure that the teams are familiar with the maintenance methodology.

8.1.14 The Contractor must complete the works in the specified time of which failure will allow TFR to enable performance clauses as per contract terms.

8.1.15 Final accepted OTDR readings and "As Built" sheets, in the format required, must be submitted on completion of the replacement and splicing works.

8.2 Environmental Impact Assessment (EIA):

This will not be applicable.

9 EVALUATION CRITERIA

Bidders will be evaluated on technical capabilities and pricing.