TRANSNET FREIGHT RAIL
TENDER NUMBER: SIC21026CIDB/ HOAC-HO-37615
DESCRIPTION OF THE WORKS: MAINTENANCE OF RAILWAY TRACK WITH ON-TRACK ULTRASONIC RAIL FLAW DETECTION MACHINES COUNTRYWIDE ON AN "AS AND WHEN REQUIRED BASIS" FOR A PERIOD OF 84 MONTHS

RFP No: SIC 21026CIDB Clarifications:		
Question number	**Questions from the bidder**	**Responses**
Question 1	Is there available a list of all service categories?	This is an ultrasonic detection service RFP, and all the clarifications should be dealt with only for this project.
Question 2	For tender submission, should the entire tender document be submitted or only the returnable and specified information/documents?	All the entire tender document to be submitted.
Question 3 Performance Bond	3.Returnable Schedule T2.2-27 is for a Performance Guarantee but Contract Data stipulates a 5% Performance Bond. Kindly clarify whether Performance Guarantee or Performance Bond and exactly what needs to be submitted with the tender in that regard.	5% Performance bond needs to be submitted
Question 4 Welding Team	On the Price List, the unit of measurement for the Welding Team is hours and there is a total quantity of 168 hours. Is that quantity for 84 months? And what exactly does that mean? Furthermore, the Welding Team will be dedicated to the project for the entire 84 months. Can't we therefore change the unit of measurement to months and quantity to 84 months?	Yes, the quantity is for 84 months and these are the indicative hours of much time would be required for team during the contract period only for critical defects.
Question 5	Is it possible for TFR to specify the minimum number of required Welders and perhaps Flagmen per Welding Team? If not, then state the historical average critical rail defects	Two welders and a flagmen

	per kilometre so tenderers are able to determine their own team sizes	
Question 6	Is it possible to get a map of the rail lines to be tested?	Attached herein.
Question 7	At the end of the day what will really determine productivity (total length of track tested) is the number of defects picked up per kilometre on any line or section. And the kilometres tested being the payment determinant, could you also indicate on a national scale, what the historical average defects per kilometre figure is as well as the average critical rail defects per kilometre that would require intervention by the Welding Team is.	The employer's objective is to scan the internal structure of the rail in pursuit to find defects and would not know how many defects would be picked before the actual inspection happens. Although the employer has studied the historical and anticipated future quantities as estimated in the price list, "Today is true and Tomorrow is uncertain"
Question 8	Our understanding is that a successful tenderer will have no choice as to where or onwhich lines it can offer the service but that such allocations will be done solely by TFR.Having regard that the number of actual defects per kilometre differ from corridor tocorridor, would it therefore be possible for TFR to apply a weighting factor to thetendered rate for item 1 on the Price List. Such weighting factors would not be sharedwith tenderers at this stage but only with successful tenderers at the time ofappointment. This would safeguard against a service provider who might find itselfcarrying out inspections, on a prolonged basis, on a corridor that has for argumentsake, twice	The successful bidder would be deployed anywhere nationally so there is no weighting to be supplied. The payment would be paid in km inspected not in the number of defects found

	as many defects per kilometre as the national average	
Question 9	In the Price List, there's also no item for Accommodation and this is one of the biggest cost items	Any cost that the bidder will/expect to incur to provide the ultrasonic service and is not itemised in the price list should be allowed for in his/her tendered rates
Question 10	Clause 6.4.3 of the Service Information states that a tenderer must prepare and submit with tender submission or only on award before commencing with the service (s)?	It would be after award. Risk, Environment & Health, and safety to be submitted with the tender are as per attached in the RFP from form T.2.2 - 3a until T2.2 - 4
Question 11	Clause 7.4.3.4 of the Service Information refers to an item in the Price List for developing a software module to import measured data to the IAMM. There's no such item	The current IAMM system is still ok and in use. but because this is a long-term contract there might be a need to develop a new one however the cost would be negotiated by both parties when this need arises. The cost should not be allowed for this item with Bid, the cost would be additional at a later stage during the life of the contract
Question 12	Could we also have the current name and contact details of the developers of the IAMM	Resolve
Question 13	"The size and position of all Defects shall be reported with an accuracy of 2 mm in the longitudinal direction, 2mm in depth and 2 mm in width? Is the request for the hand verification or for the vehicular testing?	For the hand verification

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Question 14	Is a paint marking system strictly required? Or can just hand paint if you test in 'Stop &Confirm' mode'?	It is strictly required as the service information requires that flaws be located, verified, and sized immediately
Question 15	We kindly request a 2-week extension to the Closing Date	TBC
Question 16	It is noted that some of the rail is lubricated. Can the lubrication strategy be further specified in more details?	Lubrication is applied on the curves. The statement is informing the bidder on what the testing probes will be exposed to, but we never had any effect of this to the testing
Question 17	Kindly confirm whether all materials and consumables required by the Welding Team to remedy critical defects would be TFR free issued?	It is confirmed that all the welding materials and consumables required by the welding team will be provided free of charge
Question 18	who will be responsible for x-raying the welds, TFR depots?	TFR depots will be responsible for x-raying the welds
Question 19	In the past the price list had an item for machine establishment which amounts was paid after the machine had successfully completed a pre-determined trial run with very clear performance objectives. In this tender may we also have an item for Machine Establishment to ease the financial burden of recovering establishment costs such as shipment, insurance, training, initial health, and safety obligations etc. if such an item has proved to be problematic in the past one way of addressing this could be putting a cap on this item, say, not to exceed 15% of the total cost of the	Indeed, the item has been problematic from the past internally and is no longer part of the current price list and therefore the cost to establish should be allowed for in the bidder's tendered rates.

	machine/equipment. Alternatively, TFR could make its own realistic estimate and allow this as a provisional sum in the price list.	
Question 20	In reference to Section 6.2.1, p.7: Please confirm that the sizing and position accuracy of defects is intended to be with a hand tester after the URFS system detects a possible defect	The requirement for accuracy is intended for a hand tester once the flaw is located
Question 21	Regarding the paint marking system, please confirm that Transnet will consider other options that meet the intent of locating defects without the use of a paint marking system. Paint marking systems have many challenges to maintain and are not accurate for location referencing of defects.	Transnet will consider other options only if they meet the intent of clause 6.2.1.4 &6.2.1.5 of the service information by the *Employer*
Question 22	The system will have a measuring capability up to 38km/h in the forward direction, but reverse testing with the URFS is not recommended to be over 10km per hour as the carriage will be behind the vehicle and will be pushed by the vehicle when operating in reverse. Please confirm that it is acceptable	Please understand that the requirement on the system is that it be able to measure in both directions. If any of the direction (Forward/reverse) can be able to meet up to 38km/h, then is ok however the UFRS must also be able to locate flaws on reverse direction even at 10km/h.
Question 23	Please confirm that the expectation for accurate size, location and defect type verification will be up to the UT technician with hand instrument verification, and not the URFS system on the hi-rail vehicle. URFS systems are typically used for identifying defects, but it is up	If your system will use a hand tester to verify and size defects, then it is up to the technician using the machine. The requirement for hand verification should still be met as per the service information

	to the hand tester to verify, size, location, and defect type.	
Question 24	Please provide information on the IAMM system and the format the data should be reported in	See attached IAMM report
Question 25	Please clarify what data is expected to go into IAMM	See the attached import report from the IAMM system
Question 26	Please confirm if defects with classifications or BSCAN images or both are expected to be imported into IAMM	See the attached import report from the IAMM system