



TRANSNET

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**CLARIFICATION MEETING
REQUEST FOR INFORMATION
LOCO REFURBISHMENT CAPABILITY
RFI NUMBER – TE22-KLP-09M-00408**

10 FEBRUARY 2022

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- ❖ **Commercial**

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INTRODUCTION - TRANSNET PROJECT TEAM

We are Transnet Engineering, an Operating Division of TRANSNET SOC LTD

[Registration No. 1990/000900/30]

Aaron Mabena	– Manager Governance & Compliance
Gerhardus Gildenhuys	– Fleet Owner, GE fleet
Lieb Swanepoel	– Senior Manager, Finance
Thomly Ngobeni	– Head of Strategic Sourcing
Nondumiso Xotyeni	– Manager, Enterprise and Supplier Development
Xolile Maseti	– Senior Manager, Corporate Quality
Anna Moloi	– Senior Manager, Logistics
Fulufhelo Malange	– Manager Compliance
Sanjiv Sewpaul	– Chief Maintenance Engineer
Jacqueline Bisholo	– Commodity Manager
Tim Venter	– Fleet Owner, 23E and related.

PURPOSE

TRANSNET ISSUED A REQUEST FOR INFORMATION [RFI] \ EXPRESSION OF INTEREST [EOI]

- ☐ To enable Transnet to **assess installed local capability** to repair of Transnet's New locomotive fleet.
- ☐ Give further clarity to the requirements of the RFI.

TRANSNET MAY, AT ITS SOLE DISCRETION DECIDE TO EMBARK ON A SEPARATE "REQUEST FOR PROPOSAL" [RFP] PROCESS WHICH WILL BE OPEN TO THE MARKET

to appoint Service Providers to undertake the repair of Transnet's locomotive fleet that have been staged for a significantly long period

BACKGROUND



- ❑ Transnet Engineering, an Operating Division of TRANSNET SOC LTD specialises in Engineering, Manufacturing (TAL), Maintenance, Refurbishment and Upgrade of “rolling stock” (Locomotives, Passenger Coaches and Freight Wagons).
- ❑ The above is achieved through the support of a network of external suppliers in South Africa and Globally.
 - ❖ Suppliers are therefore strategic Partners , and n extension of Transnet.
- ❑ Since 2010 Transnet Freight Rail (TFR) has taken delivery of new generation Electric and Diesel-electric locomotives.
- ❑ Locomotives within each of the new generation fleets have been staged and are out of service for various reasons, including, but not limited to **accidents, vandalism, component change outs, etc. .**
- ❑ There is a requirement to expedite the repairs (including the procurement of all necessary material/parts for the repairs) and the return of commissioned/tested locomotives to service.
- ❑ Transnet Engineering is using this process to assess the Local Market capability to repair Locomotives, in order to **evaluate possibilities of future partnerships.**

BACKGROUND – PROJECT SCOPE

The scope of the project involves the Locomotives from the OEM’s as per table below.

ORIGINAL EQUIPMENT MANUFACTURER	LOCOMOTIVE CLASS
Mitsui / Toshiba (Japanese)	15E
Mitsui / Toshiba (Japanese)	19E
CRRC (China)	20E
CRRC (China)	21E
CRRC (China)	22E
CRRC (China)	45D
Bombardier (BT)	23E
General Electric (GE)	43D
General Electric (GE)	44D

LEGISLATIVE REQUIREMENTS – **NOT FOR RFI**

AT THE RFP STAGE

- ☐ Local Content (LC) for Diesel & Electric Locomotives will be applicable at 55% & 60% respectively, as per Rail Rolling Stock Instruction Note 4 of 2016/2017.
- ☐ Thirty (30) percent subcontracting for Transactions above R30mil.
- ☐ The NIPP obligation is benchmarked on the imported content of the contract. Any contract having an imported content equal to or exceeding US\$5 million or other currency equivalent to US\$5 million will have a National Industrial Participation Programme (NIPP) obligation.

TECHNICAL – CAPABILITY ASESSEMENT MATRIX



REF	MEASURE	CRITERIA	QUESTION	ANSWER Yes or No	Supplier Comments
1	Locomotive Repair Capacity and Capability	Will have established locomotive maintenance and repair workshops with Cape Gauge rail capacity up to 22 t/a, adequate craneage, pits, spay booths, Testing facilities to be able to work on the applicable locomotives.	Do you have established locomotive maintenance and repair workshops with Cape Gauge rail capacity up to 22 T/a and operational track leading into workshop. Supply detail of premises; TRANSNET reserves the right to perform an audit of facilities to confirm details		
			Does your facilities have heavy duty Overhead Cranes and or lifting jacks with a capacity to lift a locomotive body of 95 ton.		
			Do your maintenance / repair facilities have pits		
			Does your facility have Spray Booths facilities applicable to locomotives?		
			Do you have appropriately equipped workshops to be able to repair locomotives. Supply detail as evidence		
			Are you appropriately equipped with specialised tools to be able to repair locomotive. Supply detail as evidence		
			Do you have Testing facilities to work on the applicable locomotives. Supply detail as evidence		
2	Experience	Have and be able to supply evidence of proven experience in locomotive repair done in the past 5 years.	Has your company carried out heavy repairs on Locomotive at your facility in the last Five (5) Years? Provide Evidence of similar locomotive repair projects delivered.		
3	Engineering Capability	Engineering and Technical support to enable repairs to the locomotives (as per locomotive specifications: e.g., 3000 kW, 3kV/25kV 22 t/a; 400HP, 22 k/a Diesel-Electric Locos)	Does your company have capability to perform Engineering and Technical work to enable repairs to the locomotives (as per locomotive specifications: e.g., 3000 kW, 3kV/25kV 22 t/a). Supply CVs and detail of staff.		
			Does your company have Engineering and Technical capacity to support repairs to the locomotives (as per locomotive specifications). Supply CVs and detail of staff.		
REF	MEASURE	CRITERIA	Question		
4	Diesel- Electric and Electric locomotive Certification and licencing	Have certification to work on Diesel-Electric and Electric locomotives, qualified technicians to perform power test, commissioning and brake tests on locomotives.	Do you have certification to perform repair work on Diesel-Electric and Electric locomotives. Provide evidence		
			Do you have certification to work on Diesel-Electric and Electric locomotives, qualified technicians to perform power and brake tests on locomotives.		
5	Skilled labour force	Have own skilled labour (Diesel-Electric and Electric technicians and artisans, as well body repair technicians) and appropriately equipped workshops and specialised tools to be able to repair locomotive.	Have own skilled labour (Diesel-Electric and Electric technicians and artisans, as well body repair technicians). Supply a human resource plan, detailing skills level.		
6	Procurement and Logistics Capability	Will have proven capability to procure and store all material, parts and components to repair the locomotives	Will have proven capability to procure and store all material, parts and components to repair the locomotives. Provide evidence.		
		Will have proven capability to procure and store material, parts and components to repair the subsystems and components where necessary.	Will have proven capability to procure and store material, parts and components to repair the subsystems and components where necessary.		
7	Quality Management System	Have ISO rating: The Contractor and its Sub-Contractors has ISO rating 9001: 2015 as a basis for their Quality Management System or the latest version if applicable. Alternatively supplier and its subcontractors have a Quality Management Policy in place. Submit a proof of quality management	Have ISO rating: The Contractor has ISO rating 9001: 2015 as a basis for their Quality Management System or the latest version if applicable. Alternatively supplier and its subcontractors have a Quality Management Policy in place. Submit a proof of quality management system.		
8	Project Management	Have proven Project Management Capability; with evidence of similar locomotive repair projects delivered.	Show capability to commit to minimum time frames as to when locomotives will be returned to service. Have proven Project Management Capability; with evidence of similar locomotive repair projects delivered in the past.		

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QUESTIONS AND ANSWERS