

HOAC-HO-55944 Clarification Questions and Responses (1st)

FOR THE APPOINTMENT OF A SERVICE PROVIDER TO CONDUCT DESKTOP STUDY FOR RAIL INFRASTRUCTURE ASSET CONDITION ASSESSMENT AND COST VALIDATION OF THE COPEX AND SUSTAINABLE CAPEX SCOPE FOR TRANSNET RAIL INFRASTRUCTURE MANAGER (TRIM) IN THE NORTHEAST, CENTRAL AND CAPE CORRIDORS FOR A PERIOD OF THREE (03) MONTHS.

22 October 2025

Question 1:

What is meant by "Transnet must receive reduced cost of acquisition and improved service benefits resulting from the Supplier/Service provider's economies of scale and streamlined service"? Which reduced costs and economies of scale?

TRIM response:

This is a standard statement which might not be relevant to this RFP due to the nature of services provided.

Question 2:

What is meant by "Transnet must achieve appropriate availability that meets user needs while reducing costs for both Transnet and the chosen Supplier/Service provider(s)." what is considered appropriate availability?

TRIM response:

This is a standard statement which might not be relevant to this RFP due to the nature of services provided.

Question 3:

Will Transnet supply bidder with the Asset Maintenance Principles & Procedures (AMPP) guidelines? This is important so that the bid & analysis can comply to the internal standards to meet quality and technical expectations

TRIM response:

Transnet AMPP provided as part of the addenda published on National Treasury e-tender portal.

Question 4:

3.1 in conjunction with evaluation criteria 14.2 Part A

Random field inspections: Can other corridors be sampled more than another corridor?

TRIM response:

Yes, if refer to the corridors in the scope. Field samples will have to be done to validate accuracy. The time frames are limited and as such bidders will have to decide which corridors need more sampling.

Question 5:

Can other corridors be sampled more than another corridor?

TRIM response:

Yes, if refer to the corridors in the scope. Field samples will have to be done to validate accuracy. The time frames are limited and as such bidders will have to decide which corridors need more sampling.

Question 6:

Physical random assessment (i.e. trolley and visual inspection) of all the assets ($\geq 90\%$) and associated analysis - does this mean that more than 90% of the assets must be assessed?

How will this be measured to confirm that more than 90% of the assets will be sampled/assessed?

TRIM response:

No. It does not mean that the bidders need to trolley as trolleys might impact the timelines and also impact commercial slots. With sampling it is preferred that bidders will gather samples with "off track" methodologies that will give a great level of confidence on the scope and cost. Please refer to the addendum.

Question 7:

Will Transnet take the consultant through the rationale followed in determining the Copex/Capex Scope? So that the analysis aligns to the AMPP, will this be provided?

TRIM response:

Yes.

Question 8:

Consultant will require underlying cost inputs (e.g. labour rates, material rates, plant/equipment rates, escalations etc) to validate TRIM Costing For the 3 corridors, will this be provided? And What is (or what will be) the measurement of validity?

TRIM response:

The measure of validity will be to determine how accurate Transnet's scope and costs are that is used for budgeting purposes.

Contractor will provide market-related rates & quantities for maintenance and rehabilitation/renewal works. TRIM can adjust rates & totals afterwards if deemed necessary.

Question 9:

Will Transnet provide consultant with implementation timelines and key indicators or is this to be determined by the consultant?

TRIM response:

The consultant must package work with doable timelines, in such a way that business benefits (such as capacity re-instatement, reliability improvements, etc.) realise as quickly as possible.

Question 10:

If Validation exercise does not match up to the expected acceptability of the current condition assessment (i.e. current scope and costing are not adequate) is it expected that the consultant, then produce a superseding scope and costing report?

TRIM response:

The idea is not to redo the scoping exercise but rather to test the existing scope. Deviations from the existing scope i.e. "false positives" will determine whether the scope is valid or not in this case. Costing will then be calculated on the exact scope.

The report will highlight the "false positives" and reasons for the deviations i.e. is some measures incorrectly applied by depots.

Question 11:

Can transnet supply similar table for North-East Cor & Cape Cor so that consultant can have a summarized view of the assets - this will help estimate the sample area size and volume of infrastructure per corridor.

TRIM response:

Transnet will supply the comprehensive lists of projects.

Question 12:

North-East Cor Battery Limits" does this start at Musina, exclude (Komatipoort - Golela) Eswatini then go down from Golela to Richards Bay?"

TRIM response:

The following are the North-East Corridor Battery limits:

- Rayton – Witbank
- Witbank – Derwent
- Derwent – Belfast
- Belfast – Goedgeluk
- Belfast – Steelpoort
- Goedgeluk – Nelspruit
- Nelspruit – Kaapmuiden
- Kaapmuiden – Komatipoort
- Komatipoort – Richard's Bay (excluding Swaziland)
- Komatipoort – Lebombo Border
- Komatipoort - Swaziland Border
- Polokwane – Pienaarsrivier
- Pienaarsrivier – Pyramid
- Polokwane – Groenbult
- Groenbult – Musina (Beitbridge)
- Groenbult – Hoedspruit
- Hoedspruit – Phalaborwa
- Hoedspruit – Kaapmuiden

Question 13:

Central Cor Battery Limits "is it from Warrenton to Ramatlabama boarder (Botswana) to Pyramid via Krugersdorp, then end at Sasolburg and east towards where?

TRIM response:

The following are the Central Corridor Battery limits:

- Botswana Border – Mafikeng
- Mafikeng – Veertienstrome
- Veertienstrome – Cachet
- Mafikeng – Krugersdorp
- Krugersdorp – Welverdiend
- Lichtenburg – Welverdiend
- Welverdiend – Cachet
- Cachet – Houtheuwel
- Houtheuwel – Vereeniging
- Sasolburg – Vereeniging
- Vereeniging – Sybrand
- Sybrand – Union
- Union – Kaserne
- Sybrand – Roode
- Roode – Withok
- Withok – Zesfontein
- Kaalfontein – Zesfontein
- Zesfontein – LUD
- Zesfontein – Ogies
- Springs – Welgedag
- Springs – Bethal

Question 14:

Please define the excluded NorthCor boundary & Natcor which will be excluded from the analysis.

TRIM response:

Focus should be given to the detailed to the battery limits in Question 12 and 13.

Question 15:

Are branch lines excluded from the evaluation?

TRIM response:

Included but will be informed by the ITA Project List Annexure

Question 16:

Are yards, maintenance facilities such as refuelling depots excluded? CTC buildings?

TRIM response:

Yards are included, refer to the ITA Project List Annexure for building works scope such as installation of antivandal doors.

Question 17:

In what format will the data be issued, editable soft copy e.g. excel or scanned pdf's or paper records, this will have an impact on the time to sort the data and analyse. Will GIS data be given? Or rail network shape files?

TRIM response:

Excel, and depending on other data it might be in a different format, but it will be electronic data formats

Question 18:

TRIM to provide maintenance activity costs as well

TRIM response:

Please refer to response under question 8.

Question 19:

All information received will be assumed as true and correct - however if notable data errors or incompleteness are observed, these will be communicated with Transnet to determine way forward.

TRIM response:

Agreed

Question 20:

This study is not a validation of capacity therefore consultant will not be expected to determine available capacity but will rely on Transnet to indicate the nameplate capacity, practical capacity, constrained capacity per corridor.

TRIM response:

Yes, this exercise is not a validation of a capacity study. The consultant must provide a phased plan that will focus on business benefits such as capacity re-instatement as one of the anchors

Question 21:

How many interviews are expected? Physical or done virtually?

TRIM response:

Time is a constraint. The service provider will determine the outcome and required interaction if required. Virtual communication is acceptable and preferable in terms of the timelines.

Question 22:

Please confirm that 3 reports and one presentation are expected (not one report per corridor) covering the 4 items listed? No Intermediate reports will be submitted or are required?

TRIM response:

Yes, a report per corridor is required.

No intermediate reports are required however, progress meetings will be held with Transnet's project team.

Question 23:

Kindly advise when will all that data be made available to conduct the desktop assessment? This would have impact on the project schedule.

TRIM response:

Immediately when the service provider mobilises.

Question 24:

Consultant assumes TRIM will make all arrangements for access to railway lines including trolley trips, security on site, if these are delayed the project completion time will be impacted.

TRIM response:

The TRIM project team will not make arrangements on behalf of the consultants, however, will provide support to communicate with depots managers/engineers.

TRIM will provide depot contacts that are aware of the project, and the project team will assist where there are delays.

It is expected that trolley trips be limited as it impacts commercial slots. It is also difficult to arrange trolley trips at this time of year due to high volume throughput demand. ""Off track"" methods will be favoured.

Question 25:

This project has significant cost and implication timelines therefore to prepare a well thought and resourced proposal we request a 2-week extension so that thorough preparation is done.

TRIM response:

Bid closing date will be extended by 10 working days.

Question 26:

Will consultant be allowed to bill monthly or is this milestone based? If milestone based, will Transnet define those milestones over the short 3-month project duration.

TRIM response:

Invoices will be paid per accepted report per corridor. This will be pro-rata in equal measures.

Question 27:

Would Transnet agree to a 20% advance payment to cover upfront costs related to travel and accommodation for the consultants technical team?

TRIM response:

No however, a bidder that has been awarded business by Transnet can approach National Empowerment Fund (NEF) for a loan using the contract or Purchase Order awarded for the project.

Question 28:

Due to the complexity to complete a successful bid in the short space of time of this RFP we herewith wish to request for extension of the closing date by two weeks.

TRIM response:

Bid closing date will be extended by 10 working days.

Question 29:

RFP deadline for questions / RFP Clarifications: Before 16:00 on 22 October 2025

TRIM response:

RFP clarification date will be extended, please refer to the addendum.

Question 30:

What are the criteria that will be used to determine similarity in terms of complexity in experience?

TRIM response:

Size and value of projects done in this environment.

Question 31:

What are the "nr of yrs experience" that is required that will be expected for compliance?

TRIM response:

The number of years' experience will be evaluated as per evaluation criteria on page 27 (second part of the table) which is "Competencies/skills of contractor's workforce (e.g. names, previous experience in this area e.g. rail infrastructure performance, rail infrastructure condition assessment, rail infrastructure maintenance, nr of yrs experience, etc.)"

Question 32:

Request for closing date extension: We would like to request for an extension of the closing date to allow time to submit a detailed proposal. Will this be possible?

TRIM response:

Closing date will be extended with 10 working days.

Question 33:

Request for extension of work duration (3 months): We acknowledge the need to complete scope of works in the works in 3 months, however, based on experience and our programme, we would request that the duration to complete the scope of works is extended by a month (minimum).

TRIM response:

Due to the urgency of the project TRIM cannot commit to extending project timelines to more than three months.

Question 34:

Security Clearance (Clause 12; Page 10): Does the main applicant (respondent) need to be registered with PSIRA? What requirement do we need to fulfil to comply with this clause?

TRIM response:

This is not PSIRA registration however it is a security clearance which is often conducted by the State Security Agency. This is not applicable at this moment however, during award stage should Transnet deem it necessary for the successful respondent to provide the security clearance for its personnel they will be notified.

Question 35:

Definition for Sustainable Capex: Please can you provide clarity or a definition for the term sustainable capex?

TRIM response:

Sustaining capital expenditure means Investments made to maintain the current operating level of assets. This includes replacing old equipment or infrastructure to ensure the business continues to operate efficiently without necessarily expanding capacity. Purpose: Maintain the current scale of operations without major capacity enhancements.

Question 36:

How many bridges, culverts and tunnels do we have on each corridor?

TRIM response:

Please refer to the ITA Project List Annexure.

Question 37:

How many structures should we inspect per corridor for the purpose of validation? This is important because the time that we price for depends on the number of structures that we need to inspect.

TRIM response:

This is provided in the ITA Project List Annexure

It is important to note that it is not expected by the tenderers to inspect all infrastructure scope determined by TRIM. It will be expected to investigate enough to verify the TRIM scope, costing and schedule.