

North Corridor

Clarification Questions for Tenders covered in

Compulsory Tender Briefing (5 July 2024)

1. Please check the accuracy of the information provided on slide 9. The investment is supposed to account for 34 and not 50. I think Phillipa tried to change it during the presentation

Answer:

Please refer to page 24 of the RFP document / tender document under section 5.2 Step Two to Seven: Minimum Threshold 70%. It has been correctly captured.

Measures	Description	Score
Investment	a. Security of funding: Letter of Commitment from a Financial Institution or Proof of self-funding	4
	b. Investment within the siding boundary to be covered in plan	25
	c. Other Investment categories to be covered in plan include	5

2. In a case of a JV, what happens if only one party attended the compulsory tender briefing session? Is the absent party going to be allowed to bid?

Answer:

Only one of the parties of a JV is required to attend the compulsory briefing session.

3. Refer pg. 24 of 47 step to Seven: Operational commitments – (b) Minimum Loading and offloading time per wagon – just want to confirm as site do not do offloading, please clarify.

Answer:

If the bid response is for export coal it is only loading that will be required. The bid document states in 3.1.10 "Maximum of 4 hours loading for a 104-jumbo/80 CFR equivalent wagon train"

4. Investment. Did TFR take the existing lease into consideration?

Answer:

The scoring of the investment section of the tender will be based on all new investment into the siding.

5. Are Vandykdrift & Blackhill currently leased?

Answer:

The two sidings are currently occupied.

6. How is TFR going to measure community development & ensure compliance?

Answer:

As part of the bid response a bidder must submit a plan that details their commitment to invest in the local community. These projects need to be quantified. Bidders can also commit on a financial contribution to the TFR local community projects.

Once the lease has been awarded, the community development amount will form part of the lease and spend on community development will be dealt with through TFR's contract management processes.

7. Letter of Commitment – please clarify the verbiage

Answer:

It is only required to submit Letters of Commitment for volume commitments if the bidder's intended use of the siding is *not* for export coal.

If the bid submission is for commodities other than export coal, the bidder needs to provide proof of volumes, following the format provided in the template for the "Letter of Commitment".

This is not a requirement if the bidder intends to use the siding for export coal.

8. We recently participated in the site visits for the tender Transnet Freight Rail freight rail sidings (North Corridor), but we were unable to attend the briefing sessions. We are keen to proceed with our bid and would like to inquire whether our participation in the site visits alone satisfies the requirements, or if attendance at the briefing sessions was mandatory for eligibility.

Please advise if we are still eligible to submit our bid, and if there are any additional steps we need to take to ensure our compliance with the tender requirements.

Answer:

The Teams briefing session that was held on 5 July 2024 at 10am was a compulsory briefing session, as indicated on page 7 of the Request for Commercial Proposal documents. During the briefing session there were several reminders that only companies that have submitted their names will be eligible to tender.

Companies who did not attend the briefing session are therefore not eligible to tender.

9. Would you kindly assist with providing the following Excel files as they are required on the submission of the tender application and were not attached on the commercial proposal for the lease.
- Risk assessment template (Annexure G)
 - Property leasing template (Annexure F2A_DCF template)
 - Detailed investment plan (Annexure F2B)

Answer:

TFR can provide these files in Excel format. However, it is required that bidders submit these documents duly stamped as per the tender requirements.

10. Would you kindly provide us with the Tender Checklist for the railway Siding tender, as we have been through the entire document and couldn't find the checklist?

Answer:

SECTION 6 (Business Proposal Form and list of required documents) of the Request for Commercial Proposal contains checklists for different sections of the tender.

11. I am writing to request detailed information regarding the following rail lines, Carolina and Rietkuil Specifically, I would appreciate your assistance with the following queries:

Answer:

TFR endeavours to provide complete and correct information in these responses. However, bidders had the opportunity to attend site visits to ascertain this information for themselves. TFR does not accept responsibility for any incorrect information provided in this section.

1. How many lines are currently operational?

Rietkuil- 2 lines and both operational.

Carolina- 2 lines and both operational.

2. What are the designated routes for each of these lines?

Carolina currently loads only GFB to MPT. It previously loaded containers to City Deep. Rietkuil loads to RBCT and Navitrade (GFB).

If the winning bidder plans to use the siding(s) for export coal, the transport agreements and associated service designs will be part of the transport agreements with the relevant customers.

If the winning bidder does not plan to utilise the siding for export coal, routes will be subject to approved service designs.

3. Are there stockpiles allocated for each line?

Yes, at both Carolina and Rietkuil there are stockpiles allocated for each line.

4. Are the rails electrified?

Rietkuil is electrified from Ermelo to the station but the siding itself is not electrified. Carolina is a branchline and not electrified from Ermelo to Carolina.

5. Is there a weigh bridge available on the rails?

There is no rail weighbridge at either of these sidings.

6. How many wagons can be accommodated on the main line?

Carolina can take 104 of export coal. Rietkuil can take 104 of export coal.

7. How many wagons can each individual line handle?

Rietkuil if GFB traffic, line 1 (44/36), export coal 1 (56/44 or 48).

Carolina can load 20/20 (cfr) wagons and 24/24 if export coal.

8. What is the maximum limit for locomotives on these lines?

Carolina (4 diesels). Rietkuil – 4 electrical locos.