

**DESCRIPTION OF THE SERVICES: PROVISION OF ELECTRICAL SUB HYDROCARBONS
POLLUTION REMEDIATION – LADYSMITH RAIL NETWORK**

TENDER SPECIFICATIONS

**THE APPOINTMENT OF THE ENVIRONMENTAL SERVICE PROVIDER(S) TO
REHABILITATE HYDROCARBONS (TRANSFORMER OIL) POLLUTION AS A
RESULT OF ELECTRICAL INFRASTRUCTURE VANDALISM AT
KERSLAG& WALKERSHOEK.**

1. PURPOSE OF THE CONTRACT

- 1.1 The purpose of the contract is to procure the services of a professional environmental remediation specialists and consultants to undertake the rehabilitation of hydrocarbons pollution as a result of transformer oil spillage during the incidents of vandalism and theft that occurred in the TFR, Ladysmith Rail Network area, KZN.
- 1.2 The incumbent will be required to comply with specific and general legislative requirements for the prevention and remediation of pollution of the environment in terms of National Environmental Management Act, NEMA (Act no 107 of 1998) and National Water Act, NWA (Act no 36 of 1996).

2. BACKGROUND

- 2.1 Incidents of vandalism, sabotage and theft of rail electrical substations components and contents were occurred during the financial year 2022-23 at the following areas, Kerslag Sub-station (01/11/2022), Walkershoek Sub-station (01/03/2022).
- 2.2 It was also reported that during these incidents a considerable quantity of hydrocarbons (transformer oil) was released to the surroundings of each substation causing a significant pollution to the environment, negatively affecting the soil's physical properties by clogging the soil's pores spaces, which could lead to the reduction in aeration and water infiltration.
- 2.3 It is estimated that there is an average of 13000 litres of spilled oil on every surroundings of the sub-station's areas, which is a serious risk to the environment, as oil spillages have been known to affect both the soil and water and its effects could lead to ecosystem degradation.
- 2.4 Transnet Freight Rail is therefore mandated by environmental legislations to act in a manner that will or take all reasonable measures to contain and minimize the effects of the incident, undertake clean-up procedures and remedy the effects of the incident. TFR's failure to act in line with these above-mentioned pieces of legislations and other

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environmental legislations could lead into litigations, fines and imprisonment imposed to the organisation by the competent authorities including SAPS.

2.5 These incidents were declared an emergency as per Transnet's Emergency Procurement Procedure; see attached emergency declaration as per the approved memo Annexure A with Addendum for Environmental clean-up and remediation; and was reported to Department of Forestry, Fisheries and Environment (DFFE) in terms of Section 30, NEMA (Act no. 107 of 1998) emergency incident reporting requirements as well as Department of Water and Sanitation (DWS), in terms of Section 20, NWA, (Act no. 36 of 1998)

3. SCOPE OF WORK

3.1 This contract scope covers the rehabilitation of the contaminated environment in the vicinity of the sub-stations, removal and disposal at a landfill of the contaminated materials.

3.2 Below table are the estimated areas requiring pollution rehabilitation and these may have increased due to migration of pollutants as a result of rain and the duration of the exposure.

Table 1.

Name	Area M3	No. of Soil samples
Kerslag substation	A. 13.5 x 15 x 1	4 pre and 4 post
	B. 5 x 2 x 0.5	1 pre and 1 post
Walkers' Hoek substation	A. 11 x 6 x 1 (Inside)	1 pre and 1 post
	B. 12 x 1 x 1 (Trench)	1 pre and 1 post
	C. 67 x 3 x 0.5 (Stormwater channel)	1 pre and 1 post

3.3 The service provider is also expected to conduct pre-remediation site pollution assessment, by collecting samples in and around the vicinity of the spillage incidents as well as compile and submit the assessment report to TFR before any remediation could take place.

3.4 The service provider shall as part of the remediation provide soil and water contamination report reports post remediation to be included in the remediation reports.

3.5 Compile and submit scientific remediation reports that meet the requirements of the "Findings of the Review of the Incident Report Submitted in Terms of the NEMA, Section 30a" issued by DFFE to TFR.

3.6 TFR will submit these reports to the competent authorities in order for the Incident Closure letter to be issued to TFR.

3.7 In cases where the report(s) is not accepted by the competent authority to declare the sites as completely remediated; TFR will return the report to the service provider for correction until such time it is accepted.

4. DELIVERABLES

4.1 Comprehensive project task plan detailing the following: -

- The Purpose and Scope of the Project.
- The lead time and project program.
- Proposed detailed remediation methodologies and other activities relevant to the task as highlighted in this document.

5. DURATION OF THE CONTRACT

5.1 The contract will run for a maximum period of 4 months, thereafter a report is required within 10 days upon completion of the Client's comment period.

6. TERMINATION OF CONTRACT

6.1 Transnet shall have the right to terminate the above contract on grounds of nonperformance, or unsatisfactory performance on the part of the service provider in the execution of this project.

6.2 Termination shall take place only after thorough consideration and due notification of grounds being provided by the Environmental Manager in writing, with a notice period of five (5) working days.

6.3 The successful Service Provider will be required to enter a performance contract with Transnet Freight Rail.

7. INSTRUCTION TO THE APPOINTED CONTRACTOR

7.1 The prospective service provider must provide quotes for the proposed sites environmental remediation work.

7.2 The contractor and his team must undergo induction training before starting on site given by Transnet Freight Rail.

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7.3 Supplier shall ensure compliance to Health and safety as per Occupational, Health and Safety Act 85 of 1993, compliance to South African National Standards, conformance to Transnet policy, standards and rehabilitation specifications.

7.4 It is essential that the supplier must be able to deliver the specified volume within 4 months after award.

7.5 The supplier must accommodate local communities (employment) through formal council arrangements and shall provide their own security if the need arises.

8. QUALIFICATION AND RESOURCES OF THE POTENTIAL SERVICE PROVIDERS

8.1 The contract envisaged under this tender will be awarded to an Environmental Practitioner/s who submits a detailed methodology, which may be deemed acceptable by the client, TFR Rail Network, Ladysmith

8.2 Given the complex nature of the work envisaged under this contract, Transnet Freight Rail reserves the right to award the tender to Environmental Practitioner of choice, with due regard for a favourable balance between the cost of services, resources available and knowledge in the relevant field (i.e., environmental site assessments and remediation of pollution, or contaminated land).

8.3 The lowest bid may therefore not necessarily be accepted and no reasons for acceptance or non-acceptance of any quotation will be given.

9. PRICING AND ADJUDICATION METHODOLOGY**9.1 Pricing**

Quotes on Pricing will be related to the milestones achieved and will include all costs related to the assessment and the submission of the reports to TFR.

9.2 Prices shall be deemed inclusive of all costs required to produce the deliverables specified, whether specifically itemized and priced or not.

9.3 Disbursements and fees will be payable on an actual basis per activity, subject to the maximum tendered.

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9.4 The estimated quantity tendered (e.g., number of hours or kilometers) may only be exceeded with prior approval by Transnet Freight Rail's Depot Engineer's approval.

9.4 Rates and quantities quoted shall be deemed the maximum payable to the consultant for providing the deliverables specified.

9.5 Prices quoted shall be fixed for at least 60 days and no escalation shall be payable afterwards.

9.5 Quotes may be submitted for each site: and a grand total cost for ALL quoted sites may also be included.

SITE NAME.....

PRICING SCHEDULE A: PRE-REHABILITATION CONTAMINATION ASSESSMENT

Cost Item	Sub-item costs	Total Cost
	Soil samples per Unit	R
	Water samples per Unit	R

PRICING SCHEDULE B: CONTAMINATION REHABILITATION

Cost Item/s	Sub-item costs	Total Cost
Removal and Disposal Costs	Site establishment (including medicals for locals)	R
	In-situ rehabilitation (on-site pollution treatment)	R
	Transportation to landfill site	R
	Disposal at landfill site	R
Post remediation	Soil/Water quality monitoring	R
	Remediation report (Compile and Submit)	R
	GRAND TOTAL	R

PRICING SCHEDULE C: TRAVELLING AND ACCOMMODATION COSTS

(NB: Accommodation costs should include meals and refreshments per person)

Area	Unit Price	Total Costs
Travelling Costs	Per km	R

Accommodation Costs	Per person	R
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PRICING SCHEDULE C: IMPLEMENTATION OF REMEDIATION PLAN

Total (Pricing Schedule A)	
Total (Pricing Schedule B)	
Total (Pricing Schedule C)	
TOTAL (Excl VAT)	
TOTAL (Incl VAT)	

PRICING SCHEDULE D: TOTAL COSTS FOR ALL SITES

	TOTAL (Excl VAT)	TOTAL (Incl VAT)
Total Cost – Kerslag sub-station		
Total Cost – Walkershoek sub-station		
GRAND TOTAL		

10. ADJUDICATION PROCESS

10.1. Transnet Freight Rail reserves the right to:

- a. Adjudicate proposals in terms of Transnet procurement policies and procedures.
- b. Approve sub-contractors or joint venture partners. If deemed necessary, a short presentation and or interview may be required from candidates, for which adequate notice will be given.
- c. Cancel this project at any time should circumstances exist which dictates to do so without any alternative option at hand.
- d. Decide to call for a second round of specific and detailed submissions should it deem appropriate.
- e. Not accept any proposal in part or in full.

10.2. From the technical point of view, the received proposals shall be adjudicated on the following criteria:

- a. Approach and Methodology that will at most fulfil and exceed the requirements of the above-mentioned specifications.
- b. d. The expressed existing or internal human resources potential capacity of the service provider to carry out the required functions without failures (including national footprints).

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- e. Tenderers will be required to achieve a technical score of 70%, which is a threshold before qualifying for the second round of adjudication, which will be on Commercial.

10.3 The competence evaluation criteria as outlined below will be used for technical evaluation of the bids:

TECHNICAL EVALUATION CRITERIA**TECHNICAL SCORING****1. Previous experience 20%**

Work Experience with respect to specific aspects of the projects. Greater weight should be given to the bidder who completed the work of a similar project, and the proof is of completion certificates, letter etc are attached. The tenderer to list previous experience with contactable references or completion as well as certificates / purchase orders (PO) / letters to support the list. Experience must be specific to the type of the project the company is intending to tender for and the tenderer must show detailed involvement and value of their work done.

Scoring for programme will be as follows:

No Response (Score 0)	Tenderer has submitted no information
Poor (Score 40)	A list with contactable references relevant to this RFQ without
	completion certificates/ written references/POs
Satisfactory (Score 70)	A list with contactable references relevant to this RFQ + two (2) completion certificates / written references /POs
Good (Score 90)	A list with contactable references relevant to this RFQ + three (3) completion certificates/ written references/POs
Very Good (Score 100)	A list with contactable references relevant to this RFQ + four (4) or more completion certificates/ written references/POs

2. Method Statement (Technical approach and methodology) 50%

The document should detail the way each activity or process is to be completed. The method statement should also outline the hazards involved and include a step-by-step guide on how to do the job safely. The method statement should also outline and indicate the equipment to be used for this project. It should again detail control measures to be introduced to ensure the safety of anyone who will be affected by the project's activities. The method statement cannot be used as safety plan but a technical approach and methodology on the actual work

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execution. The company special and practical knowledge in petrochemical industry services is required. The contractor must supply/provide and identify his/her proposed technical team.

And state their job description, experience and qualifications.

The Method statement should meet the following criteria:

1. Method that will be used to meet the technical quality on the project.
2. Approach that will minimize time during the work
3. Method and ways to protect the other facilities at the pump house and tank farm
4. How will the contractor meet or exceed overall project objectives and requirements
5. Approach that minimise impact on the environment during the cleaning process
6. How will Transnet's Infrastructure and Personnel be kept safe during contract activities
7. Provide a base SOP for the activities to be performed into consideration activities most likely to be performed

Scoring for programme will be as follows:

Percentage Score	Indicator
No Response (Score 0)	No method statement/work plan provided. The tenderer has submitted no information or inadequate information to determine a score.
Poor (Score 40)	The technical approach and/ or methodology are poor and are unlikely to satisfy project objectives and requirements. The bidder has misunderstood aspects of the scope of work and does not deal with the critical aspects of the projects. The contractor did not understand or include certain aspects of the scope and submitted (1-2) criteria's as per the project requirements.
Satisfactory (Score 70)	The approach is generic and not tailored to address the project objectives and requirements. The approach does not adequately deal with the critical characteristics of the project. The approach only covered (3-4) criteria and approach is generic and not tailored to cover all project objectives.
Good (Score 90)	The approach is specifically tailed to address the project objectives and requirements. The method statement addresses all key activities, but not in detail. The approach is sufficient and flexible to accommodate changes that may occur during execution and has covered at least (5-6) of the above requirements.

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Very Good (Score 100)	Good method statement provided which shows innovation and efficiency. All the important activities are indicated in the activity schedule and their timing and sequencing is appropriate and consistent with project objectives and requirements. There is a fair degree of detail that facilitates understanding of the proposed work plan. All the specified items (7) have been covered in detail on the methodology.
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3. Lead time / Work program 10%.

The contractor must state when he/she intends to start and complete the job, this must also be supported by providing a working programme which after awarding will then be used as a monitoring tool on work progress. Points given should be based on the duration sequential project activities as per specification. If the Tenderer is awarded the contract this document will become the Accepted Programme, subject to Clarifications issued by the Employer. The work program must be completed in the form of MS project or MS Excel, the following must be indicated in the work program:

- Detailed activities with number of days per region.
- Indicate project execution will be sequential or in parallel.
- Duration to complete project.

NB: Lead time must also be considered.

Scoring for programme will be as follows:

Percentage Score	Indicator
No Response (Score 0)	No lead times, no delivery period submitted for the project. and (or) > 16 weeks delivery period
Poor (Score 40)	Lead time and Delivery Period >12 ≤14 weeks
Satisfactory (Score 70)	Lead time and Delivery Period >11 ≤13 weeks
Good (Score 90)	Lead time and Delivery Period >09 ≤10 weeks
Very Good (Score 100)	Lead time and Delivery Period ≤09 weeks.

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SHE management plan with respect to specific aspects of the projects. Greater weight should be given to the bidder with a detailed SHE management plan and Risk Assessment covering all areas. The Safety Plan should be a written document that describes the process for identifying the physical and health hazards that could harm workers, procedures to prevent accidents, and steps to take when accidents occur. Safety plan with job safety analysis that communicated with the project scope is required. The job safety analysis (JSA) should be based on the work programme activities and method statement. The safety plan should also identify safety key project personnel and their qualifications.

Practical (scoring) 10%

Scoring for Health and Safety will be as follows:

Percentage Score	Health and Safety
No Response (Score 0)	Did not Submit a HSP Questionnaire
Poor (Score 40)	Submitted an incomplete HSP and scored 1-20 on the attached questionnaire
Satisfactory (Score 70)	Submitted a satisfactory HSP and scored 21-39 on the attached questionnaire
Good (Score 90)	Submitted a good HSP and scored 40-45 on the attached questionnaire
Very Good (Score 100)	Submitted a very good HSP and scored 46-50 on the attached questionnaire.

5. Certifications 10%

Interested service providers must provide proof of registration for any scientific professional body relevant to environmental management as well as permit or licence for waste transportation /handling with the Department of Forestry, Fisheries and the Environment.

Final scoring**Threshold: 70%**

NB: Tenderers not achieving a minimum of 70% on technical competence will not be considered for further evaluation.

Final score	100	Date:
Evaluator		
Designation		

11. GENERAL REQUIREMENTS



- 11.1 The appointed service shall always respect client privilege and confidentiality as vested in Transnet Freight Rail and shall neither by word nor action jeopardize Transnet Freight Rail's interests in the execution of the project. The above notwithstanding; Transnet Freight Rail will not in any way impinge upon nor constrain the professional independence of the appointed service provider.

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