

Subject	Non-Compulsory Briefing Session
RFP Description	SUPPLY AND DELIVERY OF RECOVERY (TRACK BULLDOZERS, EXCAVATORS AND LOW BED TRAILER) EQUIPMENT WITH A FULL MANAGED MAINTENANCE PLAN FOR A PERIOD OF 7 YEARS.
RFP Number	HOAC-HO-51865
Venue	Microsoft TEAMS
Date	18 November 2025
Time	11:00 am

MINUTE	DESCRIPTION OF DISCUSSION
1.	INTRODUCTIONS
1.1	<p>All attendees were welcomed.</p> <p>Team members introduced themselves.</p> <p>Emmanuel Moriri: Supply Chain Management</p> <p>Bella Maja: ESD</p> <p>Nhlakanipho Mbuyane: ESD</p> <p>Nkosinathi Gumede: End-User</p> <p>James Siwela: End-User</p> <p>Suppliers were also afforded an opportunity to write their name in full, email address and company name they represent.</p>
2.	REQUIREMENTS FOR RFP SUBMISSION
Emmanuel Moriri	<p>RFP will be closing on 11 December 2025 at 14:00pm punctually, bidders are to note that submissions must be made online on Transnet E-tender portal. Instructions on how to electronically submit on the website are on page 6 of the RFP document.</p> <p>No Physical or emailed submissions will be accepted.</p> <p>Bidders were encouraged to submit their proposal a day before the closing date, it was emphasised that no submission should be sent to be buyer's email address.</p>
3.	RFP IMPORTANT DATES
Emmanuel Moriri	<p>Issue Date: 10 October 2025</p> <p>Closing Date: 11 December 2025</p> <p>Closing Time: 14:00 Pm</p> <p>Bid Validity Period: 26 June 2026, 180 Business Days from Closing Date</p> <p>Clarification close on Monday, 08 December 2025</p>
4.	EVALUATION CRITERIA
Emmanuel Moriri	<p>Step 1: Administrative and Substantive Responsiveness</p> <p>The following will be checked:</p>

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	<ul style="list-style-type: none"> • Whether the Bid has been lodged on time • Whether all Returnable Documents and/or schedules [where applicable] were completed and returned by the closing date and time • Verify the validity of all returnable documents • Verify if the Bid document has been duly signed by the authorised respondent • Whether any general and legislation qualification criteria set by Transnet, have been met <ul style="list-style-type: none"> • Whether the Bid contains a priced offer • Whether the Bid materially complies with the scope and/or specification given • Entity's financial stability 										
Emmanuel Moriri	<p>Step 2: Minimum Threshold 75% points for Technical Assessment Criteria.</p> <ul style="list-style-type: none"> • Failure to achieve the 75% threshold will lead to disqualification and will not progress to the next stage of the evaluation The test for the Technical and Functional threshold is attached as Annexure B (Technical Evaluation Criteria) Category A step 1 and step 2. And Annexure C (Technical Evaluation Criteria) Category B step 1 and step 2. Bidders will be scored according to attached Annexure D (Technical scoring matrix). • The complete breakdown of the technical evaluation criteria is attached as Annexure C. The summary of the test for the Technical and Functional threshold will include the following: <p>The test for the technical and functional threshold for Category A Step 1 (Track Bulldozers) will include the following:</p> <table border="1" data-bbox="419 1144 1576 1552"> <thead> <tr> <th data-bbox="419 1144 1254 1218">Technical Evaluation Criteria:</th> <th data-bbox="1254 1144 1576 1218">Points Weightings</th> </tr> </thead> <tbody> <tr> <td data-bbox="419 1218 1254 1339"> Technical Functionality: <ul style="list-style-type: none"> • Track Bulldozer Design and Functionality </td> <td data-bbox="1254 1218 1576 1339">60%</td> </tr> <tr> <td data-bbox="419 1339 1254 1447"> <ul style="list-style-type: none"> • Fully Managed Equipment Maintenance plan (planned and unplanned maintenance) </td> <td data-bbox="1254 1339 1576 1447">40%</td> </tr> <tr> <td data-bbox="419 1447 1254 1496">Total Weighting:</td> <td data-bbox="1254 1447 1576 1496">100%</td> </tr> <tr> <td data-bbox="419 1496 1254 1552">Minimum qualifying score required:</td> <td data-bbox="1254 1496 1576 1552">75%</td> </tr> </tbody> </table>	Technical Evaluation Criteria:	Points Weightings	Technical Functionality: <ul style="list-style-type: none"> • Track Bulldozer Design and Functionality 	60%	<ul style="list-style-type: none"> • Fully Managed Equipment Maintenance plan (planned and unplanned maintenance) 	40%	Total Weighting:	100%	Minimum qualifying score required:	75%
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	<p>STEP THREE: Evaluation and Final Weighted Scoring</p> <p>a) Price Criteria [Weighted score 90 points]:</p> <table border="1" data-bbox="379 286 1575 409"> <thead> <tr> <th data-bbox="379 286 853 349">Evaluation Criteria</th> <th data-bbox="853 286 1575 349">RFP Reference</th> </tr> </thead> <tbody> <tr> <td data-bbox="379 349 853 409"> <ul style="list-style-type: none"> Commercial offer </td> <td data-bbox="853 349 1575 409">Section 4</td> </tr> </tbody> </table> <p>Transnet will utilise the following formula in its evaluation of Price:</p> $PS = 80 \left(1 - \frac{Pt - Pmin}{Pmin} \right) \text{ OR } PS = 90 \left(1 - \frac{Pt - Pmin}{Pmin} \right)$ <p>Where:</p> <p><i>Ps</i> = Score for the Bid under consideration <i>Pt</i> = Price of Bid under consideration <i>Pmin</i> = Price of lowest acceptable Bid</p> <p>b) Specific Goals [Weighted score 20 / 10 point]</p> <ul style="list-style-type: none"> Specific goals preference points claim form Preference points will be awarded to a bidder for attaining the specific goals requirements in accordance with the table indicated in Section 4.1 of the specific goals Claim Form. <p>3.1 SUMMARY: Applicable Thresholds and Final Evaluated Weightings</p> <p>Category A step 1 and step 2 (Track Bulldozers)</p> <table border="1" data-bbox="525 1077 1436 1305"> <thead> <tr> <th data-bbox="525 1077 1054 1126">Thresholds</th> <th data-bbox="1054 1077 1436 1126">Minimum Threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="525 1126 1054 1229">Technical / functionality (Track Bulldozers Design and Fully managed equipment maintenance plan)</td> <td data-bbox="1054 1126 1436 1229">75%</td> </tr> <tr> <td data-bbox="525 1229 1054 1305">Technical / functionality (Technical expertise and previous experience)</td> <td data-bbox="1054 1229 1436 1305">60%</td> </tr> </tbody> </table> <p>Category B step 1 and step 2 (Excavators and Lowbed)</p> <table border="1" data-bbox="525 1386 1436 1583"> <thead> <tr> <th data-bbox="525 1386 1054 1435">Thresholds</th> <th data-bbox="1054 1386 1436 1435">Minimum Threshold</th> </tr> </thead> <tbody> <tr> <td data-bbox="525 1435 1054 1507">Technical / functionality (Excavators and Lowbed) Delivery lead time</td> <td data-bbox="1054 1435 1436 1507">60%</td> </tr> <tr> <td data-bbox="525 1507 1054 1583">Technical / functionality (Technical expertise and previous experience)</td> <td data-bbox="1054 1507 1436 1583">75%</td> </tr> </tbody> </table> <table border="1" data-bbox="525 1673 1436 1865"> <thead> <tr> <th data-bbox="525 1673 1054 1722">Evaluation Criteria</th> <th data-bbox="1054 1673 1436 1722">Final Weighted Scores</th> </tr> </thead> <tbody> <tr> <td data-bbox="525 1722 1054 1767">Price</td> <td data-bbox="1054 1722 1436 1767">80 / 90</td> </tr> <tr> <td data-bbox="525 1767 1054 1812">Specific goals - Scorecard</td> <td data-bbox="1054 1767 1436 1812">20 / 10</td> </tr> <tr> <td data-bbox="525 1812 1054 1865">TOTAL SCORE:</td> <td data-bbox="1054 1812 1436 1865">100</td> </tr> </tbody> </table>	Evaluation Criteria	RFP Reference	<ul style="list-style-type: none"> Commercial offer 	Section 4	Thresholds	Minimum Threshold	Technical / functionality (Track Bulldozers Design and Fully managed equipment maintenance plan)	75%	Technical / functionality (Technical expertise and previous experience)	60%	Thresholds	Minimum Threshold	Technical / functionality (Excavators and Lowbed) Delivery lead time	60%	Technical / functionality (Technical expertise and previous experience)	75%	Evaluation Criteria	Final Weighted Scores	Price	80 / 90	Specific goals - Scorecard	20 / 10	TOTAL SCORE:	100
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SECTION 6: Certificate Of Acquaintance with RFP, Terms & Conditions & Applicable Documents																												
SECTION 7: RFP Declaration and Breach of Law Form																												
SECTION 9: Specific goals points claim form																												
SECTION 10: Job-Creation Schedule Note: <ul style="list-style-type: none"> • Job creation schedule will be evaluated under specific goals as per Section 9: Specific Goals points claim form. • Job Creation Plan is required as an essential returnable document • Bidders are to note that job creation plan will not be for evaluation purpose but will be negotiated with the winning bidder at the time of award. <ul style="list-style-type: none"> ○ Section 2 - Notice To Bidders, Number 4 																												
SECTION 11: Protection of Personal Information																												
ANNEXURE K - Possible Subcontracting A subcontracting a minimum 30% to an EME (Exempted Micro Enterprise) and QSE (Qualifying Small Enterprise).																												
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Proof Of Tax Compliance																												
6.	TECHNICAL: BRIEFING SESSION RECOVERY (TRACK BULLDOZERS, EXCAVATORS AND LOW BED TRAILER) EQUIPMENT WITH A FULL MANAGED MAINTENANCE PLAN FOR A PERIOD OF 7 YEARS.																											
Nkosinathi Gumede	<p>1 BACKGROUND</p> <p>Transnet Freight Rail (TFR) is a division of Transnet, South Africa's state-owned freight transport and logistics company. Its main role is to manage and operate the freight rail services in South Africa. TFR is divided into Coal, Iron Ore, MMC, Manganese, ABL/CAB and SAC business units (BU's). The 6 BU's are responsible for transporting a variety of goods across the country, ranging from minerals, coal, and agricultural products, among others. All the 6 TFR BU's are responsible for moving specified tonnages yearly, taking the 2022/2023 FY target was 202mtpa and only achieved 149 Mtpa. In the 2023/2024 FY, TFR target was 194mtpa and only 151mtpa was achieved.</p> <p>TFR did not meet the specified target due to various factors including derailment, cable theft, network, locomotive failure, among other operational disruptions. For this project, the focus will be on improving Transnet Engineering (TE) response time during derailment recovery. In TFR, derailment refers to the situ-</p>																											

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	<p>ation where a train goes off its rail tracks. This can happen due to a variety of factors, such as track defects, equipment failure, or human error, and it often leads to significant disruptions and potential hazards which leads to loss of tonnages due to downtime experienced. When derailment occurs, rail operations on the affected section need to be stopped until the incident is investigated, cleared and track restored to operational standard. On the clearance, TFR is depended on TE to deploy the breakdown (recovery) equipment(s) to the site and clear the rolling stock on the derailment section, which then allows Rail Network Construction (RNC) to restore the track and open the line.</p> <p>2 SCOPE OF REQUIREMENTS</p> <p>The scope of the project is to supply and deliver already customised recovery track bulldozers and the off the shelf excavators and lowbed trailers as per the specification in Annexure A with 7 000hours/7 years fully managed maintenance plan to minimize disruption to operation and ensure prompt recovery during derailment.</p> <table border="1" data-bbox="336 745 1575 976"> <thead> <tr> <th>Equipment</th> <th>Quantity</th> <th>Key Deliverables</th> </tr> </thead> <tbody> <tr> <td>Customised Recovery Track Bulldozer</td> <td>8</td> <td>Refer to the specifications attached to this document.</td> </tr> <tr> <td>Recovery Excavators (20 ton)</td> <td>6</td> <td>Refer to the specifications attached to this document.</td> </tr> <tr> <td>Lowbed Trailers (80 ton)</td> <td>3</td> <td>Refer to the specifications attached to this document.</td> </tr> </tbody> </table> <p>The off-shelf equipment should be delivered in 6 months within the current financial year and the equipment that requires customisation should be delivered before the end of the financial year 2027/28. Transnet reserve the right to withdraw the contract at no cost provided the contractor fails to deliver the first track bulldozer within the specified time frame. Table below indicate the high-level project deliverables.</p> <table border="1" data-bbox="336 1267 1575 1839"> <thead> <tr> <th>High Level Project Deliverables</th> <th>Duration</th> <th>Year</th> </tr> </thead> <tbody> <tr> <td> 1. Procurement of excavators and lowbed trailers Manufacturing excavators and lowbed trailers Delivery, Pretesting and commissioning of all 6 excavators and 3 lowbed trailers. </td> <td>4 months 2 months</td> <td>Year 1</td> </tr> <tr> <td> 2. Procurement of track bulldozers Design reviews and design freeze Manufacturing and development of the first track bulldozer Delivery and pretesting of the first track bulldozer. </td> <td>2 months 5 months 3 Months</td> <td></td> </tr> <tr> <td> Manufacturing all track bulldozers Pretesting and commissioning Handover of all track bulldozers </td> <td>7 months 3 Months 2 Months</td> <td>Year 2</td> </tr> </tbody> </table>	Equipment	Quantity	Key Deliverables	Customised Recovery Track Bulldozer	8	Refer to the specifications attached to this document.	Recovery Excavators (20 ton)	6	Refer to the specifications attached to this document.	Lowbed Trailers (80 ton)	3	Refer to the specifications attached to this document.	High Level Project Deliverables	Duration	Year	1. Procurement of excavators and lowbed trailers Manufacturing excavators and lowbed trailers Delivery, Pretesting and commissioning of all 6 excavators and 3 lowbed trailers.	4 months 2 months	Year 1	2. Procurement of track bulldozers Design reviews and design freeze Manufacturing and development of the first track bulldozer Delivery and pretesting of the first track bulldozer.	2 months 5 months 3 Months		Manufacturing all track bulldozers Pretesting and commissioning Handover of all track bulldozers	7 months 3 Months 2 Months	Year 2
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7.	TECHNICAL: BRIEFING SESSION TELECOMMUNICATION OPTICAL FIBRE AND BACKBONE PRESENTATION PHASE 2
Aqeela Dinat	<p>2.1 The requirement (Scope of Work)</p> <p>3.1.1 Recovery Track Bulldozers</p> <p>The recovery track bulldozers are used in a derailment site to lift or pull the wagons away from the rail track if the wagon is damaged. And if the wagon can still be used, the track bulldozers assist in putting the wagon back on track. Normally the track bulldozers are operated in pairs of 2 depending on each scenario to pull the rolling stock. The technical requirement for the track bulldozers is outlined in the attached specification in Annexure A:</p> <p>3.1.2 Recovery Excavators and Lowbed Trailers</p> <p>The excavators are used in a derailment site to put back the commodity into the wagon in case of a spillage and to offload the commodity from the derailed wagon in a case where the wagon is totally damaged. The lowbed trailers will be used to transport excavators and track bulldozers via road. The technical requirements for excavators and lowbed trailers are as per the attached specification in Annexure A:</p> <ul style="list-style-type: none"> • The excavators, low bed trailer and track bulldozers should be easy to maintain and the spares parts should be available for maintenance and sustainability with a proven local technical support availability. • The excavators, low bed trailer and track bulldozers must come with 10 000 hours/ 10-year maintenance plan whichever comes first. • The excavators, low bed trailer and track-track bulldozers must be able to operate and withstand all weather conditions. • The recovery equipment to be delivered should comply to the following but not limited to regulatory requirements and standards: • Code of Practice 29 (COP29): The code pertains to the safe management of lifting equipment and requirements with regard to the procurement of the lifting equipment which must be complied with (section 17). • Occupational Health and Safety, Act no 85 of 1993 and regulation: (Driven Machinery Regulation section 18). The regulation pertains to the requirements and management of the lifting equipment. • Railway Safety Regulator (RSR): Promote safe railway operations through appropriate support, monitoring, and enforcement guided by an enabling regulatory framework. • SANS 1395:1 Road Transport Management Systems (RTMS) standard stipulates requirements for the implementation of a management system that demonstrates compliance with Road Traffic Regulations and contributes to preserving road infrastructure, improving road safety, ensuring driver health and wellness, and improving productivity. • SAE J397 OCT95, SAE J1040 MAY94, ISO 3164:1995, ISO 3471:1994 for rollover protection. • SAE J231 JAN81, ISO 3449:1992 for falling object protection. • SAE J1026 APR90, ISO 10265:1998 for brakes standard. • ANSI/SAE J1166 MAY90: standard for noise levels

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8.	SPECIFIC GOALS RFP BRIEFING PRESENTATION
Bella Maja & Nhlakanipho Mbuyane	<p>Morning once more everyone. My name is Bella Maja from Enterprise and Supplier Development Department supporting Emmanuel on this project. We will be taking you through the specific goals that we provided as inputs to the RFP.</p> <p>In regard to the provided inputs, one of the main things that is still important to us as a Transnet SOC is for suppliers to acquaint themselves with B-BBEE regulations and so forth. This is quite an important part for suppliers to understand that not only are we requesting suppliers to comply from that angle as well as a Transnet SOC operating in South African parameters, but we also all expected to be compliant when it comes to triple BBBEE codes of good practice and what it seeks to achieve.</p> <p>In providing context surrounding the matter of which it seeks to still continue empowering the historically disadvantaged groups, which included your black woman, black youth, black disabled people that were also living in rural areas through diverse and socioeconomic strategies to come into our mainstream, to come through our value chain so that we can be able to grow also those companies that are operating in those areas as well.</p> <p>It's seeks to enhance and grow entities that are black-owned, managed and to able sustainable enterprises that will produce asset within the mainstream of the economy at the end of the day. But just to facilitate that ownership and the management side of it within entities, respective entities and also to try and assist in terms of achieving equitable representation and not only looking at ownership, looking at all the other elements that relates to B-BBEE which is your employment equity and also to seek and growing investment within our entities as well as we grow as an entity, we are also want suppliers that will grow with us and understand.</p> <p>There were amendments that were made that relate to the B-BBEE codes of good practice in the previous years. Entities that are operating as your exempted micro enterprises (EME) and qualifying small enterprise (QSE) that have 100% black ownership or more than 51% and, please provide us with either a copy of a valid affidavit copy or CIPC copy.</p> <p>50% black youth entities must provide us with a certified ID copy of a valid affidavit (Not longer than 3 months). A valid affidavit must reflect their entity sizes all the necessary info that relates to B-BBEE requirements.</p> <p>We will take you through examples of how an affidavit looks like and we'll also be sharing updated templates that we've also received from the DTIC. That are in line with the changes that we introduced from the designated groups. The previous affidavit didn't include the designated groups. The affidavits must reflect the company registration numbers, ID number of the owner/director/member, your vat numbers, your level, the year, financial year, your black women and black ownership/ youth ownership and so forth.</p> <p>DTIC has circulated new updated affidavit. Bidder are required to familiarise them self with the new affidavit templates. The CIPC certificates are that confirm all the B-BBBEE credentials are still acceptable.</p> <p>In terms of the preferential procurement regulations of 2022 as a Transnet SOC were tasked with coming up with objectives that looking at all the transformational objectives, but what is it that we can be able to enhance through our leveraging on our procurement events in terms of still seeking to advance the designated groups.</p>

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	<p>In regard to suppliers that are opting to respond as joint ventures, please do not provide us with two certificates from 2 separate entities or affidavits from 2 separate entities.</p> <p>In 2019 DTIC release amendments of codes where joint ventures (JV) were addressed. They confirm that if suppliers are opting the JV route, they must approach a reputable approved B-BBEE verification agency to be verified for their B-BBEE credentials. Kindly note the joint ventures rules are quite different. The supplier cannot take the same joint venture certificate that you will be applying for this RFP and go elsewhere and apply with it.</p> <p>Bidders are to ensure that when they are being verified for that JV, the category should also be reflected in the issued B-BBEE certificate including all other relevant information required.</p> <p>The examples of a valid sworn affidavit must reflect if the person is an owner/director/member and their ID number, enterprise name, trading name, VAT if applicable, nature of the business, address of the business, financial year end date (DD/MM/YY), B-BBEE level, sign and stamp by commissioner oath with a date and deponent signature with dated. Also, fully completed in the designated groups information.</p> <p>B-BBEE issued certificate by verification agency. It must reflect if the person is enterprise name, trading name, VAT if applicable, address of the business, financial year end date (DD/MM/YY), B-BBEE level, SANAS verification number, BVA number, issued date and expiry date and the verification agency details.</p> <p>We also apply the B-BBEE practice guidelines that have been issued by the B-BBEE commission. We use that as a guide to go through what constitute the legitimate affidavit, what constitute the legitimate valid B-BBEE certificate.</p> <p>A Transnet we also required to comply to B-BBEE codes of good practice and go through the verification process. All our operating divisions within Transnet, each and every one of them have their own individual B-BBEE certificate.</p> <p>Transnet Freight Rail current B-BBEE is a Level 3, bidders are to note as to note as Transnet SOC we won't achieve B-BBEE level 1 status as we do not an ownership.</p> <p>In regard to the specific goals that were provided in this RFP, we went through an extensive exercise in terms of doing our market research based on what was sourced on CSD.</p> <p>We went through the transaction, we went through the CSD, there were potential compliant suppliers of level 1 and level 2.</p> <p>The completion of job creation schedule is only for scoring in the specific goals points as reflected in the RFP.</p> <p>The completion of job creation plan will be required as condition of the contract on how supplier is planning to achieve the planning that has been made.</p>

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	<p>Subcontracting</p> <p>Bidders are required to complete on section 9 page 47 of 53, item 7. The bidder will be required to sub-contract a minimum of 30%.</p> <p>If an opportunity has been identified to apply subcontracting as a condition of the contract to advance certain designated groups in a transaction. A subcontracting a minimum 30% to an EME (Exempted Micro Enterprise) and QSE (Qualifying Small Enterprise) as per below:</p> <ul style="list-style-type: none"> • At least 51% owned by black people • At least 51% owned by black people who are youth. • At least 51% owned by black people who are women. • At least 51% owned by black people with disabilities. • 51% owned by black people living in the rural or underdevelopment areas or townships. • A co-operative which is at least 51% owned by black people <p>Notes:</p> <p>- The bidders must note that THE INCLUSION OF SUBCONTACTING AS A CONDITION OF CONTRACT REQUIREMENT CANNOT BE USED FOR PURPOSES OF EVALUATION.</p> <p>- Bidders are to note and make reference to annexure K in regard to possible subcontracting opportunities not limited to the identified opportunities as condition of the contract to be negotiated.</p>
9.	Q & A SESSION RFP BRIEFING
	<p>Q. I request that you share their presentation?</p> <p>A. The presentation will be shared with minutes.</p> <p>Q. Good day everyone. My question is, I'm not sure if I have missed any information with regards to the diesel supply of the diesel for the machine. Are we supplying them the diesel?</p> <p>A. The diesel supply is not part of the project's scope.</p> <p>Q. What is the length of the cable that needs to be on the winch of the dozer?</p> <p>A. The length of the current winch is 30m.</p> <p>Q. What is the height of the flat wagon that will carry the bulldozer, this is to calculate for structural gauge?</p> <p>A. The height of the flatbed wagon is approximately 1090mm.</p> <p>Q. How will you deal with failures that are out of scope for unplanned maintenance, e.g. failure during derailment?</p> <p>A. This will be seen as unscheduled maintenance. As stated in the specification, national cov-</p>

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	<p>erage for labour, spare parts, repairs, scheduled maintenance and replacement of consumables should be quoted for the maintenance period.</p> <p>Q. The spec indicates that the CAB needs to be an open station. And it was mentioned that the machines need to operate in all sorts of conditions. For example, if an operator is in an open station and a winch cable breaks, the operator is going to be decapitated if there is no cab.</p> <p>A. The CAB is replaced with a shield. The shield is designed in such a way that when the team has to work, they can stretch it up to protect the operator. And when work is completed, the shield can be folded down. Proposals can also include a removable CAB that can be removed during the transportation of the dozer.</p> <p>Q. The understanding is that obviously we're going to deliver the first dozer so that we can check if it complies with everything. Before we can manufacture the rest of the bulldozers. What will be the lead time now to deliver the first bulldozer and to deliver the rest?</p> <p>A. The delivery period for bulldozers is 2 years. The first five months will be for the design review and design freeze of the first bulldozer.</p> <p>Q. So, there are different categories for this award. Will it be acceptable for the bidders to submit for one category, or are bidders expected to submit for both?</p> <p>A. All bidders will be evaluated for both Category A and Category B. If one bidder qualifies for both categories, the bidder will be considered an award in both categories. And if a bidder fails to meet the requirements for either categories A or B, the bidder will be considered an award in the category they qualify for. This approach ensures fair opportunity and maximizes supplier participation while maintaining strict adherence to technical and functional requirements.</p> <p>Q. On excavators, the material that the machines will be working on needs to be taken into consideration, because if an excavator is going to be working on a light material like coal, the issue of material is very low. However, if the same excavator with the same bucket is going to be exposed to another element like iron ore or manganese, which is a bit aggressive and heavy, there's going to be a problem of incorrect bucket working on heavy material with a light duty bucket and then it will have some failures, and the warranty will be affected. Clarity is required in this item.</p> <p>A. Excavators will be exposed to different commodities; for example, excavators deployed on the coal line could be exposed to coal, chrome, ferrochrome, magnetite, etc., and the design of the bucket should cater for this. The bidders are allowed to submit their proposals for the excavator bucket. One of the proposed solutions was to supply 2 buckets, a heavy-duty bucket, and a normal light bucket where if there's a need to exchange the excavators, the</p>

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	<p>correct bucket can be used. Another proposal is to include costs for different types of buckets for different commodities.</p> <p>Q. Normally maintenance is quoted on the general purpose, where maintenance plan has to do with services, and we quote the warranty and extended warranty as the OEM. I'll actually want clarity on there to say when you're saying maintenance, we are coupling both or only orders will be split.</p> <p>A. We are looking for fully managed maintenance plan which refers to a comprehensive service agreement where the equipment supplier takes full responsibility for the maintenance servicing of the equipment and breakdown repairs over a set period or hours on site inclusive of predicting equipment component potential failures.</p> <p>Q. What are the average yearly hours that the machines will be operating because this will obviously impact the price of the maintenance and Service plan?</p> <p>A. The maintenance of the equipment should be similar to the maintenance of the car, whether it is used or not, the equipment should be maintained after a certain time or interval as prescribed by the OEM for scheduled maintenance.</p> <p>Q. Is there any painting or customization besides what's mentioned in the document required e.g. Transnet colors or Transnet logos.</p> <p>A. This is not included in the documentation. I believe that it is not something that suppliers or bidders should worry about.</p> <p>Q. I would like to just find out, is it possible that we can have a physical viewing of the current machines? I know these are obviously operational; it might not be easy to coordinate, but, if possible, if we could be given an opportunity just to see the current machines.</p> <p>A. The approval process needs to be confirmed to do this. However, the time would not allow us to complete this exercise before the tender closing date. As we are aware, the tender closing date has been extended due to some clarification that needed to be dealt with. Maybe this can be done after a certain stage of this procurement event, maybe after submission of the proposal.</p> <p>Q. On the lowbed trailers, is Transnet asking for two hydraulic operated heavy duty rear loading ramps or a clip off with ramps at the back or just a normal semi-trailer with ramps at the back?</p> <p>A. The current equipment is loaded from the front, not from the back, therefore a clip-off with ramps or normal semi-trailer can be quoted.</p>

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	<p>Q. Should a lowbed trailer have a payload of 80 tons or 60 tons? If an 80-ton route is taken, then a dolly in front will be required.</p> <p>A. The aim is not to limit the capacity of the lowbed trailers to bulldozers, but both 80 tons and 60 tons of lowbed trailers can be quoted.</p> <p>Q. Do we have vehicles that are encompassing the transportation of these machines that we are having at tea?</p> <p>A. Currently the movement of this equipment on the road is not escorted; the driver goes alone.</p> <p><i>Comment to Note:</i></p> <p><i>Because the lowbed is 3 meters, it is classified as abnormal, so it should be escorted. So, anything that you transport on a 3-meter lowbed should be escorted with 2 escort vehicles, and this will form part of the delivery cost</i></p>

THE END