

Question				Transnet Response																						
<p>I want to ask as a clarification question if the Geotech includes, test pitting, lab testing and drilling.</p> <p>This is currently a Lump sum item, can this be a Provisional Sum (PS) or Prime Cost (PC) in order for us to price comparatively because someone might price drilling whereas someone prices for test pits. Which is a pricing risk for us bidders.</p> <table><tr><td>24</td><td>GEOTECHNICAL</td><td>L/Sum</td><td>1</td></tr><tr><td></td><td>Comprehensive Geotechnical Studies including Field Geotechnical drilling, laboratory analysis and borrow pit identification and licensing to inform all structural elements forming the scope of the project.</td><td rowspan="5"></td><td rowspan="5"></td></tr><tr><td></td><td>Conduct Hydrology and Hydraulics investigations at Feasibility &amp; Bankable Feasibility level</td></tr><tr><td></td><td>Material Sites (Borrow sources, Quarries) &amp; Licenses Required</td></tr><tr><td></td><td>Material Sourcing</td></tr><tr><td></td><td></td></tr></table> <table><tr><td colspan="2">Geotechnical Studies (Detailed geological investigations inclusive of test pits at all loop locations)</td></tr><tr><td colspan="2">Culverts and Underpass</td></tr><tr><td colspan="2">Loop Extension</td></tr></table>				24	GEOTECHNICAL	L/Sum	1		Comprehensive Geotechnical Studies including Field Geotechnical drilling, laboratory analysis and borrow pit identification and licensing to inform all structural elements forming the scope of the project.				Conduct Hydrology and Hydraulics investigations at Feasibility & Bankable Feasibility level		Material Sites (Borrow sources, Quarries) & Licenses Required		Material Sourcing			Geotechnical Studies (Detailed geological investigations inclusive of test pits at all loop locations)		Culverts and Underpass		Loop Extension		<p>In the RFP document, Part 3: Scope of Services the Geotechnical Consultant’s Scope of Services (SOS) are detailed in section 6. Project Scope, paragraph 6.1.13 and specifically states “the <i>fieldwork (at the discretion of the Consultant)</i>”. The Consultant will be (professionally) responsible for the preparation of the Geotechnical Investigation and Design Report(s), and any details regarding the techniques to be used/preferred for investigation purposes are not prescribed by Transnet. That is for the Consultant to determine and due diligence must be undertaken to ensure the required geotechnical deliverables are met.</p> <p>The Geotechnical L/Sum will suffice; as the Provisional Sum (PS) or Prime Cost (PC) might be riskier.</p>
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<p>We request a time extension. The complexity and detailed required is such that the current closing date is very tight in regards to submission of a practical and sensible bid. Kindly extend to 28 February 2023.</p> <p>Can you clarify the performance bond minimum value?</p>				<p>Internal processes on-going, update will be provided once a decision has been made.</p> <p>The CIDB SFU does not specify the minimum value for the Performance Bond, see extract below:</p> <ul style="list-style-type: none"><li>4.4.3.3 Guarantees required in engineering and construction contracts shall not substantially differ from the samples provided by the drafters of the forms of contract listed in paragraph (4.4.3.1a) or the form as provided in the contract. Such guarantees shall in the case of a</li></ul>																						

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	<p>fixed guarantee not exceed 10% of the contract price or, in the case of a variable guarantee not exceed 12, 5%, and shall be stated in the contract data. Bidders to refer to Page 104 of 187 of RFP (section X13.1)</p>
<p>What is expected for rail and yard simulations? Was the operational concept not confirmed during PFS, or will the selected loop and yard placement and configuration be changed during FS&amp;BFS?</p>	<p>The yard operational concept was done and proposed at PFS level. Therefore, the go forward conceptional option needs to be validated during this phase of the works. If any fatal flaws are identified, then the bidders responsibility is to solve and mitigate to move the solution forward to feasibility and bankable feasibility.</p>
<p>In terms of the business case, what level of design and implementation will be the responsibility of the future PPP partner? I.e., how much of the design work will be functional design and specifications instead of detailed design by Transnet?</p>	<p>For 100% AFC designs as per scope of works, the future PPP will be expected to validate detailed designs (and make changes where required), review and approve shop drawings, method statement, resolve FEQs and supervise/oversee construction, signoff and take accountability of designs.</p> <p>Signalling (TAS, CAS), Telecontrol and Telecoms engineering and design ready for Tender, due to the Contractor being responsible for most of (about 70%) the detail design for those elements.</p> <p>Any future PPP partner that will be co-opted would be exclusively a ROSCO for the supply of rolling stock via a lease agreement to a Train Operating Company (TOC) that will operate the haulage service for the product OEM on the Transnet rail network as part of the 3<sup>rd</sup> party access model.</p>

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	<p>Transnet would be responsible for the provision and operation of the hard network infrastructure, the financing and funding would be via a possible government grant. It is Transnet's intent on completion of the bankable feasibility study to issue a contract to the market for construction execution and commissioning together with any specialist turn key design.</p>
<p>The RFP mentions in various locations "engineering and design to 100% approved for construction". Please indicated what engineering stage in accordance with ECSA guidelines is referred to? And what "additional services" as per ECSA guidelines are included?</p>	<p><b>Stages 3 -4 (documents should be 100% ready for construction)</b>  <b>Additional services envisaged at this stage:</b>  <b>Item; 4, 6, 8, 9 and 24 of ECSA guidelines</b></p>
<p>The RFP mentions that "the ultimate outcome is to achieve financial close and secure the funding to execute the implementation of the project". Please confirm that financial close and funding applications are excluded from the scope</p>	<p><b>It would be responsibility of the consultant to provide all the components and information for the application to the BFI to secure the funding for the infrastructure component from National Treasury on behalf of Transnet. This may entail the completion of the application documentation and any necessary supporting documentation. It will also be the responsibility of the consultant to optimise all of the commercial levers identified during PFS to arrive at a bankable commercial structure which will include the modelling of the infrastructure cost, the slot costs and lease, the rolling stock lease costs and the ultimate tariff structure that will be levied to the automotive OEM. This is to also ensure that the commercial structure is viable and bankable for any DFI or lending institute to loan the funds to the different commercial parties with minimal risk and the ability to return a nominal profit to its shareholders for the haulage operation between Gauteng and PoPE.</b></p>

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<p>Please confirm that geotechnical drilling, excavation and lab testing is excluded from the scope (refer to PDF page 169/170). And, if geotech is excluded, what level of design does “100% approved for construction” refer to?</p>	<p><b>The geotechnical drilling, excavation and lab testing mentioned are methods/techniques used in the fieldwork phase of the geotechnical investigation and is therefore potentially part of the Geotechnical Consultant’s SOS.</b></p> <p>Again, the response given above also applies: In the RFP document, Part 3: Scope of Services the Geotechnical Consultant’s Scope of Services (SOS) are detailed in section 6. Project Scope, paragraph 6.1.13 and specifically states “<i>the fieldwork (at the discretion of the Consultant)</i>”</p>
<p>Please confirm if alternative traction, rolling stock and train configurations/types need to be assessed, or if those are already confirmed during PFS.</p>	<p><b>Traction, rolling stock and train configuration forms part of the scope. The PFS identified conceptual numbers and configurations and as part of this scope, the consultant must validate the PFS work and optimise the fleet requirements as part of the proposed levers identified during the PFS and business case report.</b></p>
<p>Please circulate the documents listed on the PDF page 180.</p>	<p><b>At this point the documents are regarded as confidential and will provided to the successful bidder. However APPENDIX B forms part of the RFP document under part <u>C2.2 Activity Schedule</u> for Feasibility &amp; Bankable Feasibility from page 116 to page 145. APPENDIX C is shown on the RFP document page 156.</b></p>