

TRANSNET



delivering freight reliably

**BRIEFING SESSION : TO FIND ALTERNATIVE ORIGINAL EQUIPMENT
MANUFACTURER(S) (OEM) TO SUPPORT THE RETURN TO SERVICE OF THE
ESTIMATED 160 LONG-STANDING LOCOMOTIVES AND THE SUPPLY OF
COMPONENTS FOR THE 20E, 21E AND 22E FLEETS
DATE: 3 February 2023**

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- Respondents will be given an opportunity to ask questions at the end of the entire presentation.
- Clarification questions and responses thereto will be provided:
 - Via email to Respondents who have provided the correct contact information;
 - Via the etender portal under the RFP advert. Please ensure that you check this advert until the closing date for any addenda and clarifications.
- All verbal questions are to be submitted in writing after the briefing session and Transnet will provide a written response. No verbal feedback must be construed as binding until it is put in writing.
- Any outstanding answer(s) to Respondent(s) from the briefing session will be communicated to all the Respondents within two to three working days after the briefing and loaded on the advert as well.
- The session is being recorded for minute taking purposes. When asking questions, please state name and company clearly.
- General disclaimer: This briefing session must not contradict the Published RFP and its Annexures. Should there be any errors, acts of omission or misinterpretations, then the RFP and Annexures will take precedence.

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Scope of Requirements

Technical Pre-Qualifying Criteria

Only Respondents who meet the following criteria may respond to this RFP:

- Confirmation of OEM Status:

Respondents who provide confirmation of Manufacturing, Repair, Engineering, Parts Supply and Maintenance activities specifically for locomotives with respect to previous works done with clients in South Africa or any other country.

Background

Since 2013 Transnet Freight Rail (TFR) has taken delivery of new generation 20E, 21E and 22E Electric locomotives. As these locomotives have been in operation, they have not been maintained because of non-availability of spares and Intellectual Property challenges which prevented Transnet from conducting any repairs.

Locomotives within each of the new generation fleets have been staged and are out of service, some up to 2337 days, for various reasons, including, but not limited to derailments, accidents, incidents of vandalism, waiting component change outs, etc. There is a requirement to expedite the repairs (including the procurement of all necessary material/parts for the repairs) and the return of commissioned/tested locomotives back to service.

The current estimated number of locomotives parked due to spares unavailability stands at one hundred and sixty (160) and this has led to a gradual deterioration of services that TFR offers to its freight customers as a result of a shortage of locomotives. Respondents are to note that this number may increase over the duration of the contract.

These locomotives have been termed "Long-standing", which is defined as locomotives that are out of service exceeding 90 days due to various incidents. For Transnet to maintain the required efficiencies and capacity, the long-standing locomotives need to be brought back to service through the repairs based on statement of work (sow) signed off between TFR and the locomotive OEM. This will enhance Transnet's competitiveness, achievement of the required life span of the locomotives thus supporting the Fleet Plan and inevitably deliver on its mandate from the shareholder.

Scope of Requirements

TFR is now requesting suitable bidders to make a proposal to TFR for:

- The return to service of the estimated 160 (this value might increase as more locomotives become unusable) longstanding locomotives in the 20E, 21E and 22E fleets and may include the redesign of components and sub-systems.
- The supply of components for the 20E, 21E and 22E fleets as and when required.
- The potential alternative OEM(s) should indicate capability and ability to support the organisation with a long-term maintenance and support agreement for the entire fleet.

The proposed duration of the contract is a maximum period of ten (10) years due to all the required activities, some of which may take up to 2 years to redesign and conclude. This contract will not only provide the required support that will ultimately see the return to service of the approximately 160 long standing locomotives but will also provide ongoing support for the entire 20E, 21E and 22E fleets.

Scope of Requirements

- 3.1 Repairs include the full scope of work required to bring a locomotive back into service, inclusive of component repairs and replacement; and material and parts supply to effect the repairs. Repairs shall be done either at Transnet's facilities using Transnet's workforce, equipment and tools or at the supplier proposed alternative facilities and workforce.
- 3.2 In addition to the repair of the above-mentioned locomotive quantities, the service provider must include a proposal for component repairs and replacement, and material and parts supply for the repair and maintenance of the respective locomotive fleet for a maximum period of 10 years.
- 3.3 Regardless of whether the repair is work performed at Transnet's or the bidder's facilities, the bidder shall provide maintenance training and detailed documentation to nominated Transnet employees.
- 3.4 The bidder shall provide all technical drawing and documentation required to effect the repairs/manufacture as well as ordinary maintenance of the locomotive components and subsystems to Transnet.
- 3.5 The locomotives that are staged, require varying degrees of repair: some requiring major accident and wreck repairs, some locomotives requiring repairs due to stripping of components resulting from vandalism, and others requiring component repairs and replacements.

Scope of Requirements

3.6 Standards

Unless stated otherwise, all requirements/regulations set forth in the following specifications/ policies are applicable to this tender and should thus be read in conjunction with this document.

- a) SANS 3000 (1-4): Railway Safety Management.
- b) EN 50121: Railway Applications - Electromagnetic Compatibility
- c) EN 50155: Railway Applications - Rolling Stock - Electronic Equipment.
- d) IEC 60571: Railway Applications - Electronic Equipment used on Rolling Stock.
- e) IEC 61373: Railway Applications - Rolling Stock Equipment - Shock and Vibration Tests
- f) EN 50126: Railway Applications - The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS).
- g) IEC 61133: Railway applications – Rolling stock – Testing of rolling stock on completion of construction and before entry into service
- h) ISO 9000 Series: Quality Management Principles.
- i) Occupational Health and Safety Act: Statutes of The Republic Of South Africa Mines, Works And Factories
- j) RT/TE/POL/0017: Rolling Stock Electrical Safety Instructions

3.7 South African Railway Safety Regulator Documents

South African Railway Safety Regulator (RSR) documents applicable in this specification are listed below:

- a) National Railway Safety Regulator Act, no. 16 of 2002
- b) New Works and Technology Developments: Minimum Submission Contents; Railway Safety Regulator document.

3.8 Areas of deployment

- a) General Freight (across the country)
- b) North Corridor
- c) Cape Corridor

3.9 Delivery timeline:

Delivery of the repaired long-standing locomotives will be agreed with the successful bidder.

Functional Requirements

For Transnet to maintain the required efficiencies and capacity, the long-standing locomotives need to be brought back to service through the repairs based on statement of work (sow) signed off between TFR and the successful bidder.

The proposed duration of the contract is a maximum period of ten (10) years due to all the required activities, some of which may take up to 2 years to redesign and conclude.

The repair of long-standing locomotives shall comprise:

- a) Fault finding and repair of failed components on the locomotives,
- b) Like for like replacement with components sourced from the components OEM,
- c) Replacement with similar components in accordance with railway industry technical standards and Transnet

Specifications – Where a non-service proven component is used, a detailed component technical review and type test will be required. Prior permission and successful type testing will be required before the use of any alternate parts is proposed.

Functional Requirements

For the items that are Intellectual Property (IP) confined, the approach to these will be as follows:

- a) Where items are not localised by the current OEM, Transnet in conjunction with the alternative OEM will re-engineer, design, test and approve the new systems and/or products provided no aftermarket components are available that might replace the existing OEM components.
- b) Where items have been localised by the current OEM, the successful bidder must explore options with the local supplier(s) to continue supply to Transnet while taking the necessary precautions to avoid any IP infringements.
- c) For the existing local OEMs of the systems within the locomotive, the bidder shall collaborate with these suppliers to resolve any supply issues.

Respondents must be aware that the purpose of the tender is to ensure operational availability of Transnet's locomotive fleet and that Transnet must have access to all Intellectual Property (IP) required to ensure uninterrupted repair and maintenance of the locomotive fleet. To that end:

- (i) All IP in respect of re-designed and/or re-engineered components shall be owned by Transnet; and
- (ii) All IP required to integrate components, whether the components of the OEM and/or re-designed and/or re-engineered components to ensure an operational locomotive, including but not limited to electronic systems, will be owned by Transnet.

Functional Requirements

Redesign process

- a) The process of redesigning and engineering will be undertaken by the successful alternative OEM(s) under the approval of Transnet. Where it is possible to re-engineer the non-software and parts not fully integrated into the control software of the locomotive, consideration must be given to the testing and approval timelines, as it may include Rail Safety Regulator (RSR) approvals.
- b) For the complicated software integrated systems, the process will be to redesign the core of the locomotive with the alternative OEM(s) designs and systems. The redesign process will include the design and approval of the new systems and sub-systems, as well as the testing of components, systems, etc.
- c) The proposed duration of the contract is a maximum period of ten (10) years due to all the required activities, some of which may take up to 2 years to redesign and conclude.
- d) Where required a standardised approach should be followed, i.e. the same re-designed component should be used across the fleet.

Responsibilities

The responsibilities of the successful bidder/s:

- (i) Will have or will establish technical capability and capacity to repair locomotives
- (ii) Will have to supply spares to Transnet Engineering as per outstanding work on the locomotive which Transnet Engineering is currently working on using the signed off statement of work as a base.
- (iii) Will ensure full engineering input, technical support and documentation to enable repairs to the locomotives.
- (iv) Will secure labour and the appropriately equipped workshops where the locomotives will be repaired.
- (v) Will procure and store all material, parts and components to repair the locomotives
- (vi) Will procure and store all material, parts and components to repair the subsystems and components where necessary.
- (vii) It is the sole responsibility of the Contractor to ensure that the components and/or equipment, whether supplied by itself or any Sub-Contractor, are manufactured or refurbished to specified requirements.
- (viii) Materials used shall be to prescribed specifications and free from any defects whatsoever and, shall be manufactured by the Contractor or be obtained from makers whose names shall be submitted to, and approved by, TRANSNET who shall have the right to adopt any means considered advisable in order to ascertain that only the types of material stipulated are actually used.
- (ix) The standard of workmanship on materials and equipment shall be according to all relevant documentation, procedures, drawings, specifications and TRANSNET's and/or its representatives' requirements. The standard of workmanship shall be defined upfront or agreed upon by TRANSNET and/or its representatives.

Responsibilities

- (x) Commit to minimum time frames as to when locomotives will be returned to service.
- (xi) Enforce proper project management by competent project managers to ensure the above.
- (xii) Provide regular progress updates at a frequency to be agreed with the Transnet project Management Teams, this may be weekly, bi-weekly, Monthly, Quarterly and recovery plans should delays be experienced.
- (xiii) All repaired locomotives shall be fully commissioned, subjected to test run, TFR Quality Assurance sign-off and complete 3 fault free trips in Operations (running under load) to ensure working conditions and locomotive is made available to TFR Operations to run volumes.
- (xiv) Commit to warranties on the work executed. The Contractor warrants, for a period of 12 (twelve) months commencing when the Rolling Stock is Commissioned, declared Service Worthy and completed a 3000km Fault free in-service test.
- (xv) Where alternative and/or modified components/systems are used, comprehensive design and maintenance information must be provided. This information must be fully integrated to the Transnet IEM (Interactive Electronic Manual) system.
- (xvi) All components removed for testing, repairs and evaluation from the locomotive remain property of Transnet and should be returned to Transnet.

The responsibilities of Transnet:

- (i) Will ensure all locomotives requiring repair are moved to an agreed repair facility.

Transnet reserves the right to reject a Contractor or Sub-Contractor if such is considered not to be competent or has been black-listed to supply services and/or goods by either Transnet or the South African National Treasury.

Bidder's Technical Response

- i) Respondents will be required to visit the locomotives at various sites around the country. This is required for the Respondent to draw up a statement of work and bill of material which will be used to prepare their response to the tender.
- ii) Each tenderer will submit the quotation and linked financial response in accordance with the scope of work applicable to each locomotive.
- iii) The Respondent must supply a proposal outlining the details of each individual locomotive requiring repairs.
- iv) Where applicable, Respondents must indicate specifications that will be used for the repairs or the supply of components. It is to be noted that no detailed repair specifications are available at Transnet, and the requirement is that the tenderer will prepare the details of the expected work to be executed, supply detailed specifications and conformance to railway standards of parts used for the repair of the locomotives, and supply full details of testing and commissioning so that a commissioned working locomotive is returned to service.
- v) Prior permission by TFR Technology Management will be required before the use of any alternate parts is proposed after award of contract(s) to the successful bidder(s). The Respondent must supply all designs, and/or datasheets along with corresponding test results if alternate parts are used. This includes comprehensive information on performance and efficiency.
 - a. Respondents shall provide drawings, diagrams and additional literature to clearly describe the operation of the proposed system and highlight any noteworthy features.
 - b. Where applicable, Respondents must indicate specifications and standards where the units are new designs and will be tested.
- vi) Each locomotive shall be commissioned and tested;
- vii) The Contractor is responsible for providing an Inspection and Test Plan for the repaired locomotives. The inspection and Test Plan shall be submitted to a duly authorised Transnet Representative for review, by no later than 2 (two) weeks prior to the commencement of the Works. Transnet reserves the right to witness any or all of the tests and inspections. The Contractor shall carry out all testing and commissioning on the repaired locomotives.

Locomotive Inspections

Locomotive Assessment

The Respondent is to arrange for the assessment of the locomotives. Following this assessment, the following will be provided to Transnet:

- i) Full Statement of works
- ii) Delivery Schedule
- iii) Costing for the repairs and redesign where required
- iv) Costing of components/parts
- v) Any other applicable documents required for the execution of this contract.

All potential bidders are to ensure that they have sufficient resources to perform the required site visits. All the site visits must be completed in the specified timeframe as indicated by Transnet and run concurrently. The maximum time allowed will be six (6) weeks to complete all sites. All site visit costs will be at the expense of the bidder.

No	Depot	Total Locos	Estimation of duration to assess
1	Richards Bay	68	6 weeks
2	Koedoespoort	44	4 weeks
3	Ermelo	12	2 weeks
4	Kimberley	4	1 week
5	Pyramid South	2	1 week
6	Sentrarand	1	2 days
7	Swartkops (PE)	27	4 weeks
8	Vryheid	1	2 days
9	Welgedacht	2	1 week

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Joint Ventures

JOINT VENTURES OR CONSORTIUMS

Respondents who would wish to respond to this RFP as a Joint Venture [JV] or consortium with B-BBEE entities:-

- This written confirmation must clearly indicate the percentage [%] split of business and the responsibilities of each party. In such cases, award of business will only take place once a signed copy of a JV or consortium agreement is submitted to Transnet.
- Joint venture or Consortium means an association of persons for the purpose of combining their expertise, property, capital, efforts, skill and knowledge in an activity for the execution of a contract.

JV EVALUATIONS

- A trust, consortium or joint venture (including unincorporated consortia and joint ventures) must submit a consolidated B-BBEE Status Level verification certificate for every separate bid.

A tenderer failing to submit proof of B-BBEE status level of contributor or is a non-compliant contributor to B-BBEE may not be disqualified, but-

(a) may only score points out of 90 for price; and (b) scores 0 points applying the 90/10 principle . Refer PPPFA No. 40553 for more info on preference point.

Joint Ventures

In 2019 DTI released amendments to the Codes of Good Practice. Joint Ventures are referred to in Revised Code 000, Statement 000: General Principles

As per paragraph 7 of Amended Code Series 000, Statement 000 of the Codes of Good Practice, unincorporated joint ventures are required to compile a consolidated verification certificate. A consolidated verification certificate will consolidate the verified compliance data of joint venture partners if those Measured Entities were a single Measured Entity.

A JV will require its own Broad-Based Black Economic Empowerment (B-BBEE) certificate if they would like to tender or enter into a contract that requires a B-BBEE Certificate.

A trust, consortium or joint venture (including unincorporated consortia and joint ventures) must submit a consolidated B-BBEE Status Level verification certificate for every separate bid.

A tenderer failing to submit proof of B-BBEE status level of contributor or is a non-compliant contributor to B-BBEE may not be disqualified, but may only score points out of 90 for price and (b) scores 0 points applying the 90/10 principle . Refer to PPPFA No. 40553 for more info on preference point.

Note the following:

- A consolidated verification certificate is required.
- The consolidation is based on the weighting as defined in the joint venture agreement.
- The respective scores are weighted according to their proportionate share in the joint venture.
- A joint venture certificate is valid for 12 months and only applicable to a specific project.

Eligibility of a Joint Venture

The measurement of Unincorporated Joint Ventures will be done as follows: Unincorporated Joint Ventures are required to compile a consolidated verification certificate. A consolidated verification certificate will consolidate the verified compliance data of joint venture partners in accordance.

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General Instructions

1. The RFP and all Annexures can still be downloaded from the Transnet The RFP may also be downloaded from the Transnet Portal at <https://transnetetenders.azurewebsites.net> (please use Google Chrome to access Transnet link/site) and from the National Treasury Tender Portal for free. These along with any amendments or additions that may occur, will remain available until the closing date and time.
2. The RFP closes punctually at 14:00 on 20 March 2023. No late submissions will be accepted.
3. Bid validity is 240 Business Days from the closing date.
4. Respondents must register on the National Treasury Central Supplier Database (CSD) prior to submitting their bids. Business may not be awarded to a Respondent who has failed to register on the CSD. In order for the registration to be verified, Respondents are required to provide their reference number in Section 1: SBD 1 Form.
5. Communication: Respondents may submit clarification questions on the provided an RFP Clarification Request Form (Section 8 of RFP) to Lerato.Tseke@transnet.net Clarifications will only be responded to until 12:00 on 3 March 2023.
6. **No verbal communication will be permitted throughout this process, only email correspondence will be acknowledged within the specified timelines. No phone calls (by cellphone or on Microsoft Teams) regarding this RFP process may be made to any Transnet contact mentioned in this RFP document.**

Instructions for completing the RFP

STEP 1:

Download **all** documents as indicated below:

- RFP Document
- Annexure A to E

STEP 2:

Refer to **Section 5** for all returnable documents that need to be returned together with the RFP.

Take special note of the **returnable sections of the RFP**, and the **Mandatory Returnable Documents** as failure to provide these **WILL** result in disqualification. Complete, sign, date and stamp the returnable sections of the RFP document and the annexures. Check for validity of returnables such as B-BBEE certificates, etc.

STEP 3:

Transnet has implemented a new electronic tender submission system, the e-Tender Submission Portal, in line with the overall Transnet digitalization strategy where suppliers can view advertised tenders, register their information, **log their intent to respond to bids and upload their bid proposals/responses on to the system.**

The Transnet e-Tender Submission Portal can be accessed as follows:

- ❖ Log on to the Transnet eTenders management platform website/ Portal ((transnetetenders.azurewebsites.net) Please use Google Chrome to access Transnet link/site);
- ❖ Click on "ADVERTISED TENDERS" to view advertised tenders;
- ❖ Click on "SIGN IN/REGISTER – for bidder to register their information (must fill in all mandatory information);
- ❖ Click on "SIGN IN/REGISTER" - to sign in if already registered;
- ❖ Toggle (click to switch) the "Log an Intent" button to submit a bid;
- ❖ Submit bid documents by uploading them into the system against each tender selected.
- ❖ No late submissions will be accepted. The bidder guide can be found on the Transnet Portal transnetetenders.azurewebsites.net



Instructions for completing the RFP – Mandatory Returnable documents

RFP reference: Section 5

MANDATORY RETURNABLE DOCUMENTS	
Section 1: SBD1 Form	
Section 4 : Pricing and Delivery Schedule	
Section 10: Certificate of Attendance of Compulsory Briefing	
Costing/Pricing Documents:	
<ul style="list-style-type: none"> • Full statement of works including a per locomotive breakdown of the cost • Costing for the repairs and redesign where required • Costing of components/parts 	
Confirmation of OEM Status documents:	
Respondent to provide a signed confirmation letter on their official letterhead and supporting evidence with details of the following locomotive specific activities:	
<ul style="list-style-type: none"> • Manufacturing activities • Repair work • Engineering/Design • Parts Supply • Maintenance 	

Failure to provide all mandatory Returnable Documents at the closing date and time of this bid will result in a Respondent's disqualification. Bidders are therefore urged to ensure that all these documents are returned with their Proposals.

Instructions for completing the RFP –Returnable documents for scoring

RFP reference: Section 5

RETURNABLE DOCUMENTS USED FOR SCORING

Valid proof of Respondent’s compliance to B-BBEE requirements stipulated in Section 9 of this RFP (Valid B-BBEE certificate or Sworn Affidavit)

Technical Response Documents:

- Annexure A – Fully Completed
- Annexure B – Fully Completed where required
- All corresponding evidence for Phase 1, 2 and 3

Failure to provide all essential Returnable Documents used for purposes of scoring a bid, by the closing date and time of this bid will not result in a Respondent’s disqualification. However, Bidders will receive an automatic score of zero for the applicable evaluation criterion.

Instructions for completing the RFP – Other Essential Returnable documents



RFP reference: Section 5

ESSENTIAL RETURNABLE DOCUMENTS & SCHEDULES

In the case of Joint Ventures, a copy of the Joint Venture Agreement or written confirmation of the intention to enter into a Joint Venture Agreement

Latest Financial Statements signed by your Accounting Officer or latest Audited Financial Statements plus 2 previous years

SECTION 5 : Proposal Form and List of Returnable documents

SECTION 6 : Certificate Of Acquaintance with RFP, Terms & Conditions & Applicable Documents

SECTION 7 : RFP Declaration and Breach of Law Form

SECTION 9: B-BBEE Preference Claim Form

SECTION 11: Job-Creation Schedule

SECTION 12: SBD 5 (NIPP)

SECTION 13: Protection of Personal Information

***Failure to provide essential Returnable Documents will result in Transnet affording Respondents a further opportunity to submit by a set deadline.
Should a Respondent thereafter fail to submit the requested documents, this may result in a Respondent's disqualification.***

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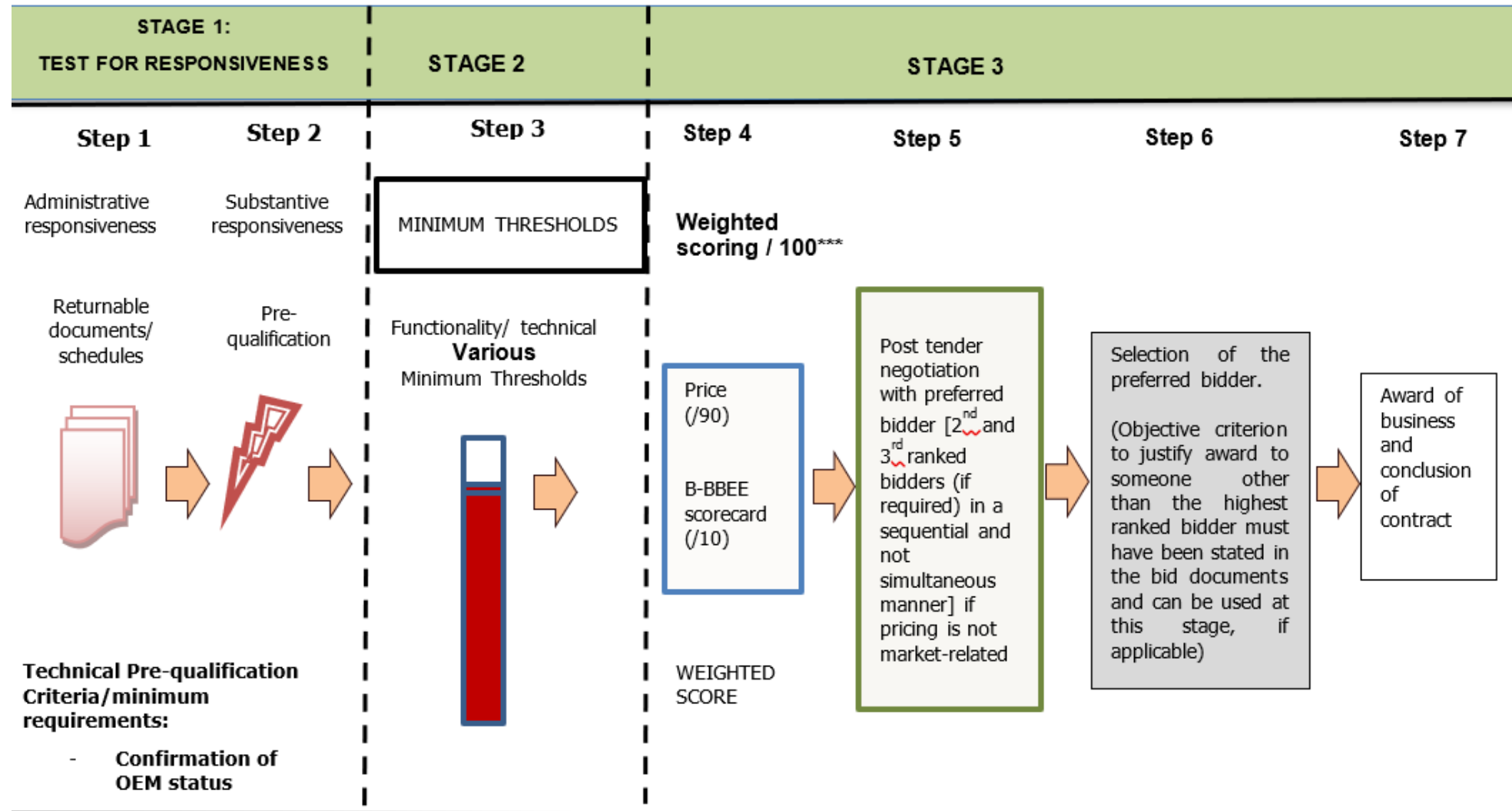
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The following stages will be followed in the evaluation process



Step 1: Administrative Responsiveness Test

Step 1 : Procurement conducts evaluation to highlight non-responsive (non-compliant) bids and attempts to obtain outstanding documentation from respondents prior to declaring them non-responsive and eliminating bids.

Administrative responsiveness
<ul style="list-style-type: none"> • Validate whether bid has been lodged on time • Validate whether all returnable documents and/or schedules 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

Step 2: Substantive Responsiveness Test

Step 2 : Evaluation committee evaluates if the bid conforms to all the terms, conditions, scope and/or specifications of the bid documents without material deviation or qualification

Substantive Criteria
<ul style="list-style-type: none"> Whether any Technical pre-qualification criteria set by Transnet, have been met:
Confirmation of OEM Status
<ul style="list-style-type: none"> Whether the Bid contains a priced offer as prescribed in the pricing and delivery schedule
<ul style="list-style-type: none"> Certificate of attendance of compulsory briefing session
<ul style="list-style-type: none"> Whether the Bid materially complies with the scope and/or specification given

Stage 3: Minimum Thresholds for Technical Criteria

Step 3 : Evaluation committee evaluates if the bid meets the minimum criteria for Technical competence

The test for the Technical and Functional threshold will include the following:

The Technical Evaluation will comprise of three phases:

Phase 1A and 1B: Mandatory Technical criteria - 100% threshold [1A] and 80% threshold [1B]

Phase 2: Mandatory Technical documentation – 100% threshold

Phase 3: Operational readiness which may include a site visit – 100% threshold

Phase	Criteria	Scoring	Evidence
1	Mandatory compliance to the technical criteria		Evidence required as per Technical criteria questionnaire
	Phase 1A	100%	
	Phase 1B	80%	
2	Submission of Mandatory Technical Documents	100%	Scope of work per locomotive completed and submitted for the repairs. (Indicative timelines and cost to be provided for each locomotive repair) Proposal for replacements/redesign, parts supply and drawings.
3	Operational Readiness (May include a site visit by Transnet team)	100%	Evidence of agreements or MOUs, Alternative facilities for repairs, Existing facilities/ Partnership JV' facilities, Machinery, tools and resources e.g. Crane capacity, shore supply, staff capacity and capability, Storage, tooling for the work undertaken. Certificates of authority to work under high voltage e.g. Green, brown etc

Stage 3: Minimum Thresholds for Technical Criteria

Phase 1: Mandatory Technical criteria – 100% Threshold

Respondents are to complete the following documents for this phase:

Phase 1A: 100% threshold - Mandatory Questionnaire which must be completed [Annexure B]

Phase 1B: 80% threshold - Mandatory Evaluation Criteria Sheet which requires evidence to be provided. This document does not need to be completed, however corresponding documents for each criteria must be provided.

Phase 2: Mandatory Technical documents – 100% Threshold

Item #	Documents Required	Submitted Yes/No
1	Scope of work per locomotive completed and submitted for the required repairs. (Indicative timelines and cost to be provided for each locomotive repair)	
2	Proposal for replacements/redesign, parts supply and drawings.	

Stage 3: Minimum Thresholds for Technical Criteria

Phase 3: Operational Readiness – 100% Threshold

Item #	Criteria/Capability and evidence required	Submitted Yes/No
1	<p>Respondents to provide evidence of agreements or MOUs relating to the proposed repair facilities. Alternative facilities for repairs/Existing facilities/Partnership or JV facilities location.</p> <p>Evidence must demonstrate the following at a minimum:</p> <ul style="list-style-type: none"> Staff capacity and capability Storage facilities Machinery Tooling Crane capacity, jacks, slings, etc. Certificates of authority to work under high voltage eg. Green, brown etc. Security 	

*Respondents must complete and submit **Annexure B** which includes the Technical Questionnaire and the corresponding evidence/document. A Respondent's compliance with the minimum functionality/technical threshold will be measured by their responses to **Annexure B** and the provision of the required evidence. Respondents must pass all phases to proceed to the next step of evaluation.*

Respondents are to note that Transnet will round off final technical scores to the nearest 2 (two) decimal places for the purposes of determining whether the technical threshold has been met.

Final Weighted Score and Contract Award

Step 4A : Price

CRITERIA	WEIGHT	SUB WEIGHTS	EFFECTIVE WEIGHT
Price	90	100	90

Step 4B : B-BBEE Scorecard

B-BBEE	WEIGHT	SUB WEIGHTS	EFFECTIVE WEIGHT
B-BBEE scorecard	10	100	10

Step 5 : Post-Tender Negotiations (if applicable)

Post-tender negotiations on Price only may be conducted if necessary.

Step 6 : Objective Criteria

Transnet reserves the right to award the business to the highest scoring bidder/s unless objective criteria justify the award to another bidder. The objective criteria Transnet may apply in this bid process is detailed on page 21 of 54 of the RFP.

Step 7 : Contract Award

Objective Criteria

Transnet reserves the right to award the business to the highest scoring bidder/s unless objective criteria justify the award to another bidder. The objective criteria Transnet may apply in this bid process include:

- Geographical location;
- all Risks identified during a risk assessment exercise/probity check (which may be conducted by an authorised third party) that would be done to assess all risks, including but not limited to:
 - the financial stability of the bidder based on key ratio analysis, which would include, but not be limited to Efficiency, Profitability, Financial Risk, Liquidity, Acid Test, and Solvency;
 - a due diligence to assess functional capability and capacity. This could include a site visit and verification of **Annexure A: Components Capability List**;
 - A commercial relationship with a Domestic Prominent Influential Person (DPIP) or Foreign Prominent Public Official (FPPO) or an entity of which such person or official is the beneficial owner; and
 - Reputational and Brand risks

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TRANSNET



delivering freight reliably

THANK YOU

