

**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**  
**Clarification Questions and Answers Batch 1**

#	Question	Answers
1	Will suppliers be able to obtain samples to do reverse engineering?	No. Only once a successful bidder is appointed an arrangement can be made.
2	Transnet should consider extending the closing date for a further 30-45 days for this bid, taking into cognisance that, there will still be site visits as well which needs to inform BOQ / Pricing for each of the locomotive repair to be undertaken	This request is being considered and if approved, will be communicated to all.
3	The below Table states the estimated durations for assessing each of the nine loco depots, but as highlighted in yellow it is stated we have six weeks to complete the assessments of all nine sites concurrently. This statement is contradicting to the Table. Please clarify whether each site has its own duration allocated for assessment which in this case we have approximately 16 weeks, or if we have a total of six weeks to travel from site to site to assess all nine sites.	All the 160 locomotive assessments must be completed within 6 weeks, Bidders must ensure they do site visits simultaneously.
4	Please can TFR advise what is the contractual basis / terms and conditions that will govern the relationship between the successful bidder and Transnet?	All Contractual negotiations will take place after award.
5	If a service provider/supplier is an OEM Partner from the Manufacturer of the locomotive fleets, is the entity eligible to bid and how do we structure the proposal since your request is for alternative OEM?	As long as there are no conflicts with licensing and IP with the Manufacturer (OEM) Contractually between supplier and the OEM, if they have the respective license and agreement to supply the open market, TFR will accept, also they should not be blacklisted by National Treasury or Transnet. Please remember this is just not a parts requirement RFP, Transnet wants a potential supplier that can execute the repair of the entire locomotive inclusive of various parts supply, components, cabling, mechanical, electrical works, testing, commissioning and maintenance thereof. The potential supplier must have the required facilities etc to do all of these either themselves or with a Locomotive OEM/ JV that can carry out all of this work.
6	Also based on your Addendum Annexure B: Technical Evaluation Criteria, your questions and portfolio of evidence are more based on alternative designs and spares. So as a service provider/supplier who will be providing Transnet with original spares of the locomotive fleets, how do we respond to the technical evaluation criteria? In short, my company will be proposing to submit a proposal by supplying spares from current Transnet locomotive fleet manufacturer and also assisting with repairs and maintenance.	If the Alternative OEM can supply direct replacement parts (same part specification), source directly/indirectly from OEM supplier Transnet will accept the parts/components, the successful bidder must show approval from the manufacturer that they are a licensed agent to supply the parts/components. Please remember this is just not a parts requirement RFP, Transnet wants a potential supplier that can execute the repair of the entire locomotive inclusive of various parts supply, components, cabling, mechanical, electrical works, testing, commissioning and maintenance thereof. The potential supplier must have the required facilities etc to do all of these either themselves or with a Locomotive OEM/ JV that can carry out all of this work.
7	On section 4 of the bid document, there are venues and number of locomotives at each venue. Does the service provider/supplier have to visit those sites as part of the bidding process? If so, how do we make arrangements for such site visits.	A list of locomotives numbers at the different sites as well as Transnet Representatives contact details has been provided, for any other issue the bidders can contact the tender administrator.
8	During the briefing session it was stated that only one OEM will be allowed on site at a time to do the required inspections, is this correct and still applicable?	Multiple-Access is catered for on all sites as reasonable possible.
9	Is it correct to assume that OEM's can contact the indicated contact persons directly to arrange the site visits and not book a slot through Transnet tender admin.	Yes
10	Are all the Locomotives going to be viewed at the same date or we decide as to which date we going to view the L	It is the prerogative of the potential bidder to visit all sites within 6 weeks.
11	Is it Essential to view all the Locomotives ?	Yes
12	What time are the locomotives going to be viewed ?	8am to 15:30pm. Monday to Friday only.
13	Please grant extension for submission of the tender until 26 June 2023.	This request is being considered and if approved, will be communicated to all.
14	Please provide draft contract for the repair of the locos.	All Contractual negotiations will take place after award.
15	Is there a base breakdown for each locomotive?	Transnet has shared the draft statement of work to all potential bidders for almost 160 locos.
16	If viewing is concurrent, should we be represented at all sites?	Yes, that's what Transnet advises so that the potential bidder can complete the assessments within the allocated 6 weeks.
17	The indicated period is 10years, will you be able to give a longer duration?	At this point in time 10 years is the stipulated time frame by Transnet
18	Has Transnet signed a patent with the original OEM?	Transnet signed LSA with the OEM
19	Can Transnet share drawings?	No
20	Can we bid for a portion of the work or is this process only for the full spec/works?	Full spec/works , but bidders may consider Joint venture with multiple companies who can cater for the full spectrum of work, under this RFP, with the JV being the main contractor

21	Is the solution that is offered expected to be the same across the fleet?	Transnet prefers standardisation approach due to the similarities across the fleets
22	Are you able to share the specifications?	No
23	Is the 10 year period only for the components?	It is for the full scope of work of the entire RFP, which include re-design, part supply, re-engineering, repairs, testing, commissioning, and quality acceptance .
24	For the items we cannot procure locally, do we need to get DTIC exemption?	Yes
25	Will Transnet share the list of companies that are successful in this process?	The award of business will be published on all platform where the adverts have been placed. However this is not sent to individual bidders.
26	Can we bid specifically for the supply of parts?	No
27	If a further issue is picked up after inspection, how will this be dealt with?	It will need to be mutually agreed by both parties, if needs be a variation order will be considered.
28	Can we get a list of OEM's that responded to the original bid?	No Transnet cannot share this information.
29	After we have quoted, and vandalism occurs, will you cater for differences in spec as well as value?	Both parties will validate the additional scope of work due to vandalism which will need to be mutually agreed , then Transnet will approve the respective variation order on that specific locomotive.
30	Is Transnet looking at appointing 1 OEM or more than 1?	Transnet prefers 1 OEM that will take full accountability but this will highly dependant on feedback received from the RFP processes and Transnet reserve the right to appoint as they deem appropriate to ensure the successful return of the long standing locomotives back to service.
31	Systems cost may not be the same on all locos, what I your preference for control systems? Can we engage Transnet Engineering?	Transnet prefers standardisation approach due to the similarities across the fleets, and the potential bidder can approach Transnet Engineering for scope of work in relation to the advertised RFP.
32	There is the 160 and mention of the 454 fleet, can you reduce the scope of the inspection so that we can quote?	No, 160 is the current long standing locomotives that are out of service, the total active fleet of the 20E,21E and 22E is 454.
33	When it comes to Technicians, can we use Transnet's or can we use our own?	During RFP process NO, if any potential bidder/s is successful in award of the business and has signed an agreement/partnership arrangement with Transnet Engineering for the facilities, labour, tools and equipment, etc, then that will be acceptable post award.
34	Do you by any chance have drawings for the parts listed on the scope of works for locos ( 20E, 21E and 22E) if so, kindly share them.	No, no drawing or related IP data will be shared as mentioned during the briefing session.
35	Would it be possible for Potential Bidders to receive schematics for each of the 3 Locomotive Models (i.e. 20E, 21E and 22E) as well as any possible specifications that Transnet is willing or able to share.	No, no drawing or related IP data will be shared as mentioned during the briefing session.
36	From the tender briefing meeting there was a commitment to share component descriptions and locomotive performance details. Can Transnet please share the relevant information.	Transnet has shared the draft statement of work to all potential bidders for almost 160 long standing locomotives.
37	During the bid meeting reference to the 10-year contract was discussed, however could Transnet reiterate their thinking on this in relation to reference to "long term support with spare parts" which is also used extensively?	This RFP is for 10 years to ensure the return of 160 long standing locomotives and through this process to have developed sufficiently an alternative OEM that can support not only these long standing locomotives but the entire fleet of 454 locomotive for its life cycle.
38	Based on the standardization requirement, can TFR provide an indication of which components are interchangeable across the locomotive classes?	Transnet will compile the list and share with bidders.
39	Can Transnet provide a list of components (description and part no's) for each class ?	No
40	Could Transnet supply the power and cable schematics for each of the classes?	No
41	Could Transnet provide a detailed list of components which have been documented on the defects liability list?	No
42	Can Transnet provide the data sheets for the traction motor, transformer, traction convertor, aux inverter and battery charger?	No
43	Can Transnet please share the briefing recording?	No, Transnet does not share the recording. All questions asked have been included in this Q&A. Any further questions can be submitted as per the communications guidelines.