**Part B_ITP RFP Questions**

| # | Question | Response |
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| 1 | Ref 7.2 Please define all OT solutions in place at TFR | OT Data is telemetry data of:<br>1. Rolling Stock condition and location, as detected by track mounted equipment<br>2. Position data as generated by locomotive mounted equipment and passive RFID tags on wagons as trains travel past RFID equipment on the network.<br>3. Crew data communicated from locomotives when drives log onto equipment.<br>4. Historical movement of trains through the sections as captured from train authorisation equipment.<br>5. Infrastructure condition data as captured by track mounted condition monitoring systems.<br>6. Logs of OT equipment status, both on-board train and trackside.<br>7. Blackbox data of locomotive operations, condition and faults.<br>8. GPS and timestamped video footage from locomotive mounted cameras.<br>9. Substation and Telecoms equipment status |
| 2 | Ref 7.2 please define any data exchange/ API currently available with the OT solutions in place | Currently all OT data is in relational databases, Oracle, MySQL and PostgreSQL.<br>All data excepts for Video footage and some images generated by measurement equipment is structured data. |
| 3 | Ref 7.2 please define the type of data stored in the operational data store | Structured data stored in relational databases, Oracle, MySQL and PostgreSQL, as well as unstructured videos and images with Geostamps. |
| 4 | Please provide a legible copy of the vertically integrated business model - Figure 26: Business Model scope of works document | Diagram attached (***3rd party access supplementary slides***) |
| 5 | Who will be the primary users of the product, no. of users (user nos. preferably group or persona-wise) and what kind of training and support will they require? | The Planning and Scheduling department within TFR will be the primary users. The number of users will be determined by the analysis that will be conducted when the successful bidder is appointed.<br>Training & support requirements will be informed by a skills gap analysis study (conducted jointly between TFR and the successful bidder) that will be conducted when the applicable toolsets are procured/developed. |
| 6 | Is there a need to integrate with SAP? or is there an existing | No, all integration points to and from SAP will be made available via TFR integration platform |

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| | integration available and service providers will need to leverage on it? | |
| 7 | Please provide a breakdown of the expected quantity of users per function/department of the ITP system.<br>Can you indicate if those users would need read only or full write access on the system? | The system should be able to take on more users when required. The current system is not comparable to the new solution in terms of the required functionality. An analysis of users required to support the system needs to be conducted. |
| 8 | What type of integration mechanisms does the TFR integration platform support? | TFR does not support point to point integration. At the moment TFR can do EDI or XML or similar file transfer. |
| 9 | Where is the TFR Integration platform hosted? | Currently on prem, TFR is in the process of implementing a hybrid integration solution. |
| 10 | Is it possible to share figure 26 from Annexure E (pag. 115) in a higher resolution? | Diagram attached (***3rd party access supplementary slides***) |
| 11 | In Annexure E, Section 7.7 Non-Functional Requirements, the list of NFR is listed with NFR ID, it seems the list is not complete, e.g. NFR003, NFR008, NFR009, NFR0, etc. are missing, is the list complete? | The list is complete, nothing is missing. |
| 12 | In Annexure D, "Phase 3_Master Data sheet", there are not columns for Functionality assessment and Industry assessment. Is it correct or they should be added? | The master data sheet is correct. The Functionality and Industry assessment columns are not relevant for Master data sheet. |
| 13 | Can you please provide the following data in order to calculate the correct sizing of the solution: Number of nodes of the network, Number of timetabling versions, Number of average train services per day, number of average train legs per train service, the average number of stopping locations per train service, the average number of unit connection per plan, number of working units (crew depots), number of actual rolling stocks, number of actual rolling stocks, number of average number or rolling stocks required per service, the average number of wagons per train, number of employees to plan, average number of crews | The evaluation will be such that it interrogates bidders understanding of the ITP requirements concepts and the ability to execute requirements, the exact data relating to the solution will be shared with the appointed bidder. The bidder is expected to be able to scale the solution so that it caters for service/demand changes |

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| | to work on a train service, average number of crew duties per day across all roles and depots, average number of crew activities per crew duty including breaks, passride, train services, and any other planned activity. | |
| 14 | Do you expect optimization as part of the scope? | Yes |
| 15 | For Planning and Simulation do you expect the capability to automatically generate an optimal plan considering the operational constraints? | Yes |
| 16 | For Planning and Simulation do you refer to the ability to model the future state of the plan considering the operational constraints? | Yes |
| 17 | Is it possible to elaborate on what Transnet expects from a stochastic analytical approach for Simulations? | Quantification of uncertainties in the relevant variables to describe values by probability density functions instead of deterministic values. |
| 18 | How do you foresee the rollout of the system? Is there any specific preference? | Transnet will follow an iterative deliver approach to ensure that work done in one iteration is improved upon on the subsequent iteration.<br>This approach will ensure that we deliver incremental value to business.<br>Minimum viable products delivered to business will allow the execution / release team to test business concepts against their envisaged benefits. |
| 19 | In Annexure E, figure 22 (page 105) shows crew planning data are owned by ROAM. However, sections 7.5.9.3 include crew management and planning requirements for the ITP system. Can you please clarify which system will be responsible for crew planning and will be the owner of those data? | The ITP will be responsible for crew planning in respect of the train plan whereas ROAM will be used for crew master data management. |
| 20 | The material management solution converts service specifications into material for inclusion in the service catalog. What information is expected exactly from the system to be fed into the ITP system? | Currently no information is required from material management into the ITP system. |

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| 21 | The costing module will provide costs at an activity level for costing of the service specification and the determination of critical KPIs to determine the feasibility of the proposed schedules. Will this information be a set of costs per some specific parameters or some other format? If some other format, could you please elaborate? | This information will be a set of costs per specific parameters. |
| 22 | Do Transnet have an enterprise GIS that manages the existing GIS representation of the network assets?<br>The data should include tracks, switches, signals, level-crossings, max axle load per section, electrification type and status, speed restrictions, track condition, inclines, radii etc. Kindly share details of the current system and GIS data | The details of the information required will be shared with the successful bidders during detail solution design phase. |