

ITP Non-Compulsory Briefing Session – 23.03.2023

#	Question	Response
1	What is the relationship between the RFI that is closing on the 24 March 2023 and this current RFP? More information is required.	<p>The RFI and RFP are two different strategies. The RFI went out in December 2023 seeking for a business partnership for the provision of the technology related solutions in a wider of area which comprises of planning and scheduling, commercial, operations, rail network, train control and rolling stock management.</p> <p>The Digital Partner (RFI) will partner with TFR and manage the programme of sourcing technology requirements for the areas listed above, and their implementation thereof.</p> <p>It was perceived that the RFI process will be a longer time-period, and since TFR is still hampered by its manual-intensive planning & scheduling processes, it was decided to issue the RFP separately, with the understanding that once the Digital Partner is appointed, they would carry on with the management process of implementing the tool sought by this RFP.</p>
2	Regarding the technical scope shown on page 13 of the presentation, is the future demand an input or do you expect to be forecasted by the new system?	The future demand is more of an input that we seek. The ITP Tool (RFP) will not forecast any future demand.
3	It was mentioned that current TFR is using WebMethods as the integration tool. There is an indication that the integration tool will be changed to something else. How do service provider respond, do they propose what other integration tool to be used or stick with the current integration tool?	TFR does not expect potential bidders to propose a technology outside TFR roadmap. WebMethods is the current integration, and we are transitioning to IBM cloudpak for data technology.
4	Estimation of 10 years period for support and maintenance. Can TFR give an indication of a % to be used for annual increase	Though TFR is aware the 10 years of support and maintenance may attract some kind of increase over the years, TFR is not in a position to dictate to potential bidders the % increase to be factored
5	Regarding the production planning which needs to take into account the location of the wagons. Is there a system in place to track and trace these wagons or is there a plan in place to put a tag on wagons to be able to provide the information	<p>TFR has the IATS system that basically employs the tagging of rolling stock, as well as wayside readers at entry and exit points (yards, stations, etc.) of various locations along the rail network to enable the tracking and/or pinpointing the location of rolling stock.</p> <p>However, it is still highly recommended that proposals on benchmarked world-class rolling stock location identification on a real-time basis be made by the bidders. Bidders are encouraged to propose more enhanced technologies which will provide the real time information.</p>

6	Services on the architectural design. There were a number of services highlighted without indicating what is currently available. Are bidders expected to fill in the gaps in terms of the services that need to be provided? (<i>Future System integration slide</i>)	Services on the future system integration view will be made available during the detailed design phase when the successful bidder is appointed. Further details are available in the scope of work document, Annexure E.
7	Is there a need to integrate with SAP? or is there an existing integration available and service providers will need to leverage on it?	There will be no point-to-point integration with any of the TFR systems. All integrations to TFR systems will be done via TFR integration platform.
8	What sort of database are you using on the data layer?	The major ones are Oracle DB2 and MS SQL server
9	Integration layer, are you using Service bus? What kind of technology is used? Is it cloud based?	Yes TFR is using Service bus. Currently TFR is using WebMethods and will transition to IBM cloudpak for integration
10	Application service is it hosted on premise or on cloud. Do you have a hybrid? If cloud based, what OEM are you utilizing?	Currently all TFR application services are hosted on premise.