

Clarification Question 3

Date: 28 August 2023

Project Ukuvuselela – Gauteng-Eastern Cape High-Capacity Rail Corridor for Automotive Volumes: TCC/2023/05/0001/28813/RFP

Item No	Discipline	Date Request	Clarification Question	Transnet Response	Status
8	Procurement	25/06/2023	Form A8: EL&P Site Engineer (Electrical Site Engineer) Form A8 is provided for this resource, however, the resources is not included in the tender evaluation schedule	RFP Updated	Complete
			No Tender Returnable Schedule (Form A8) is provided for this resource Resource - Electrical Engineer/Technologist	RFP Updated	Complete
			Form Job Creation Schedule The form should be labelled B14: Job Creation Schedule as B13 is used for an alternate schedule C1.2 Contract Data, Part 1, Page 156 of 438	Job Creation form amended.	Complete
			Should Clause X1 be included as a secondary Option to the Contract?	The RFP is correct. X1 is not included as Secondary Option	Complete
			Clause X2: Changes in the Law - Is this secondary clause applicable to the contract? C1.2 Contract Data, Part 1, Clause 10 Page 164 of 438	No it's not a secondary clause to the contract: X2 is currently included.	Complete
			Data for Main Option Clause: Option B Priced Contract with Bill of Quantities	The document has been amended	Complete
			Should this Clause not state Option A Activity Schedule? C2.2 Activity Schedule	The document has been amended	Complete
16	Technical and signaling	2/8/2023	PE site visit date proposal: Between Monday 07-08 August 2023	Site visits have been concluded	Complete
17	Technical and signaling	2/8/2023	<p>a. Will it be required to change the standby power supply in the relay rooms.</p> <p>b. Do all signal need to be replace with Multi Aspect Colour Light Signals.</p> <p>c. Request for outstanding design drawings as forwarded to Alfred Spannenberg.</p> <p>d. Do we need to install cable in anti-vandal trunking through the tunnels in the sections.</p>	<p>TFR Engineering response:</p> <p>In the Scope of Works, see clause 6.1.11. " Assess the sites/facilities relevant to the project battery limits for any additional power requirements and design accordingly".</p> <p>1. The bidders must do the calculations to determine whether the power supply needs to be upgraded including the main income supply, standby incoming supply and the batteries.</p> <p>2. If the power spare capacity is less than 10%, the main income supply, standby incoming supply and the batteries must be upgraded such that the excess capacity is 20% or more. A successful bidder or a Contractor will have to make necessary arrangements to engage relevant electricity suppliers and they are deemed to have then included into their bid, time and costs implications.</p> <p>3. The Bidders to refer to the As-Built drawings, Specifications and guideline manuals issued to them, for example, specifications listed in BBH3402 are CSE-505, BBH0101 and BBH0102. CSE-505 applies to the old installations where the main supply is a battery charger and inverter combination, BBH0101 applies to the new installations with UPS system where the main supply is UPS based to uninterrupted power supply and back up power. In cases of discrepancies between CSE-505 and BBH0101, CSE-505 will take precedence except for new technology installation, i.e., new installations with UPS supply. If new battery banks are upgraded or replaced or UPS is provided, battery monitoring system should be provided as per BBH0102. It is the responsibility of Bidders and the appointed Contractor to verify all information provided to them versus the required outcomes and to provide a fit-for-purpose solution.</p> <p>4. The document request form should be used by the bidders to request for the referred documents.</p> <p>TFR Engineering response: No</p> <p>TFR Engineering response: Designs were submitted to the PM</p> <p>TFR Engineering response:</p> <p>1.Yes and any other measures dictated by the specific safety risk for each site.</p> <p>2. Bidders to clearly specify in technical description and method statements the technical details and location of proposed anti-vandal measures, including but not limited to tunnels. The bidders to allow for accessibility by maintenance and construction personnel. all such measures are subject to approval by TFR Technology Management and Rail Network.</p> <p>3. The document request form should be used by the bidders to request for the relevant specifications to be utilised.</p>	Complete
20	Technical and Procurement	5/8/2023	Please clarify what the expectation is on how train handling be confirmed, referred to in the 3rd bullet of: C3.1 – 4.1, page 373	The intent of the bullet point is to ensure that the train handling required of the drivers, as far as approaching the loops, departing from the loops, stopping within the loops, and even uncoupling the locomotives within the loops where it may be necessary, can be conducted in a safe manner and in which a competent driver is not unduly challenged in terms of his/her ability to control the particular train.	Complete
23	Signalling system	14/08/2023	Please confirm that the signal at Walloo station uses the old one to connect to the PRASA signal system, and Kaalfontein has no signal system,Is it necessary to install a new signal system?	<p>*Inside the loop: the gradient and the length of the loop are to be as specified, to enable the train to be safely staged with or without locomotives attached, to enable the train to stop safely inside the loop and depart safely with acceptable train handling effort as well as allowing the train brake system to recharge while the train is held stationary with locomotive brakes alone.</p> <p>*On approaching a loop from a downgrade, and in the event that the driver has to stop the train before entering the loop, the gradient should be such that the train can be brought to a stationary position before the loop, allowing the train brake system to recharge while the train is held stationary with locomotive brakes alone to allow for sufficient brake pressure to be able to resume movement and stop safely in the loop.</p> <p>*On approaching a loop from an upgrade, and in the event that the driver has to stop the train before entering the loop, the gradient should be such that the train can be brought to a stationary position before the loop, allowing the train brake system to recharge while the train is held stationary with locomotive brakes alone to allow for sufficient brake pressure to be able to resume movement and stop safely in the loop, and in fact be able to depart the train safely from the position outside the loop with acceptable train handling effort to resume movement into the loop.</p> <p>TFR Engineering response: Refer to clause "6.8.1.7". So they need to investigate whether there is a need to introduce Yard Automation systems where they do not exist.</p>	

24	Signalling system	14/08/2023	Please confirm whether the contractor needs to install new signaling systems for the 7 stations between Bloemfontein and Noupoot, including Hamilton, Hertzberg, Landmeter, Lofter, Priors, Norvalspont, and Colesberg? Does the new signaling system include all lines within the station yard, or is it just the area specified in the bidding documents? Or do not need to install a new one? Please specify;	TFR Engineering response: Refer to clause "6.8.1.7". So they need to investigate whether there is a need to introduce Yard Automation systems where they do not exist. Refer to clause "6.8.1.7". So they need to investigate whether there is a need to introduce electrical points and indicators in the RTO/TWS sections where they do not exist.	
25	Signalling system	14/08/2023	Please confirm whether the contractor needs to install new signaling systems for 10 stations between Noupoot and Gqeberha, including Carlton, Flonker, Tafelberg, Visevier, Marlow, Mortimer, Thorngrove, Saltaire, Alicedale, Coemey, etc.? Does the new signaling system include all lines within the station yard, or is it just the area specified in the bidding documents? Or do not need to install a new one? Please specify;	TFR Engineering response: 1. Refer to clause "6.8.1.7". So they need to investigate whether there is a need to introduce electrical points and indicators in the RTO/TWS sections where they do not exist. 2. Specification for policies and guidelines for points indicators BBB1356, BBC5877, BBC5878, etc. 3. The document request form should be used by the bidders to request for the referred documents.	Complete
26	Signalling system	14/08/2023	Please clearly adopt the standard level of signal system design? What kind of blocking method is adopt for signalling system?	TFR Engineering response: 1. The detailed Signalling designs to be done to the Approved For Construction level. 2. Fixed block Signalling.	Complete
27	Signalling system	14/08/2023	Please confirm the RTO/TWS system equipment model, CS90 system equipment model, DEDs system equipment model, whether these devices have interfaces with CTC and interlocking equipment, and what kind of interfaces they are.	TFR Engineering response: 1. The Bidders to refer to the As-Built drawings, Specifications and guideline manuals issued to them, for example, CS90 specifications, static diagrams, etc., and the Information that they have obtained from their Site inspections. 2. It is the responsibility of Bidders and the appointed Contractor to verify all information provided to them versus the required outcomes and to provide a fit-for-purpose solution. 3. Regarding the interfaces; 3.1 In some instances a VDU Warrant system which is part of the CS90 VDU is overlaid on the RTO/TWS working to reduce the risk of Train Control Officer errors. 3.2 Colourlight stations need route (U) signals and the associated token boards to give access to any TWS/RTO sections starting at the station, together with the relevant CTC and TWS or RTO boards. The stations with RTO/TWS working either have mechanical points and indicators or electrical points and indicators as suitable for the type, speed and frequency of trains. 3.3 CS90 specifications such as BBC0227, BBC0228, BBC0230, BBD6080, CSE-W-194 etc., CTC CS90 block diagrams and CTC Static diagrams can be referred to. 4. The document request form should be used by the bidders to request for the referred documents.	Complete
28	Personnel Functionality	15/08/2023	I would like to get clarity on the key personnel functionality. There are 25 key personnel positions which we have to submit to the client with our tender. On all these, as per the functionality, all these people are to have worked "in similar (value & duration) Railway Construction Projects". But when it comes to the tenderer's experience, "similar (Civil/Railway Construction) Projects" are required. Our question is can the client please look at tenderers being able to submit key personnel that have "similar (Civil/Railway Construction) Projects" and not be penalised for that. Yes for we do note the importance of having rail experience but we believe that not on all positions. Please do consider our request. Attached is the functionality on excel highlighting what we are referring to.		Complete
29	Key Resources	15/08/2023	May we use one resource in various/numerous key roles	Please adhere to the requirements of the RFP	Complete
30	Procurement	10/8/2023	With the bid closing date being extended to 29 th September, please advise the new closing date for submission of clarification questions.	No it is not possible, due to the separation of powers between the various functional roles in the project. Date updated in the amended RFP	Complete