



RFI/EOI No. **BR/EOI/2023-24 (01) & HOAC_HO_42283**

For the Funding and Development of the Proposed New Railway Corridor underpinned by the Construction of the New Rail Link between Mmamabula (Botswana) and Lephalale (South Africa),
i.e. Mmamabula-Lephalale Rail Link

QUESTION	RESPONSE	RESPONSE DATE
1. According to the requirement of RFI/EOI No. BR/EOI/2023-24 (01)& HOAC_HO_42283, we need to register with this website "transnetetenders.azurewebsites.net" and complete the submission. During the registration process, we found that we need to provide "Central Supplier Database Number" and "Company Registration Number" to register on this website. However, we are currently only operating in Botswana and are not registered or operating in South Africa. In this case, we would like to ask BR and Transnet if there are any other submission websites where Botswana Companies can register? Or, could BR and Transnet help our company to complete the registration on "transnetetenders.azurewebsites.net"	The project team is currently working on alternative submission portals for international companies that cannot submit on the Transnet submission portal. An addendum shall be issued.	01 September 2023
2. What is the estimated cost for each component of the whole project, including upgrades in Botswana, upgrades in South Africa, the rail link, and upgrades to the ports?	Approximately BWP3 billion or R4,11 billion of funding (based on pre-feasibility estimates) will be required to execute the project, excluding bankable feasibility costs. The upgrades of the railway network in Botswana and in South Africa will be executed separately under the management of Botswana Railways and Transnet respectively	01 September 2023
3. Are Botswana Railways and Transnet in support of a response to the RFI/EOI from a group of interested parties?	Yes. Bidders may choose to respond to this RFI/EOI as a group of interested parties.	01 September 2023
4. What is your view on the timing and costs of the upgrades to the rail line on the South African side?	The upgrades are not part of this RFI/EOI's scope.	01 September 2023
5. We kindly request to move the deadline to submit an answer to the RFI/EOI currently set at the 15th of September by 4 weeks to the 13th of October. The reason for this request is that we are keen to submit a response with multiple parties incorporating the main users of the potential corridor. We are keen to submit a	This RFI/EOI has been in the market for a period of 2 months and we are working on very tight timeframes, therefore no extensions for the closing date shall be provided.	01 September 2023



RFI/EOI No. **BR/EOI/2023-24 (01) & HOAC_HO_42283**

For the Funding and Development of the Proposed New Railway Corridor underpinned by the Construction of the New Rail Link between Mmamabula (Botswana) and Lephalale (South Africa),
i.e. Mmamabula-Lephalale Rail Link

substantiated and detailed response which will require us to liaise with the other stakeholders. This process will require more time than anticipated?		
6. Respondents are required to answer questions related to Funding (questions 1 – 11); Engineering, Procurement & Construction Management (questions 12 – 21); Rolling Stock (questions 22 – 23); and Freight Volumes (questions 24 – 26). If the respondent is only seeking to provide funding to BR/Transnet, are they required to provide answers to the RFI on other areas of the technical submission, being questions 12 – 26)	This RFI/EOI is for Funding and Development, however the Client is amenable to different proposals by the Respondents.	01 September 2023
7. What is your view on the expected timelines and progress regarding the completion of the upgrades up to Stage 4 by Transnet?	The Stage 4 feasibility study has been completed with execution pending Botswana's volumes validation. In line with the volumes ramp-up envisaged from Botswana, critical Stage 4 work packages will be executed in parallel with the Mmamabula – Lephalale rail link project.	01 September 2023
8. What is your strategic plan in case Stage 4 cannot be implemented by the time that the link is established?	Stage 4 will definitely be implemented. In line with the volumes ramp-up envisaged from Botswana, critical Stage 4 work packages that will provide the necessary capacity ahead of demand will be executed in parallel with the Mmamabula – Lephalale rail link project.	01 September 2023
9. Under which conditions could interested parties contribute to Stage 4 (funding and EPC)?	The Client is amenable to different proposals by the Respondents.	01 September 2023
10. What are the timelines for the port upgrades?	TNPA will be going out to the Market for FEL-3 and the timelines will be known after that.	01 September 2023
11. Will Transnet be responsible for the upgrades to the ports? If not, what is the expected approach to grant access to port capacity?	Yes, TNPA is responsible for the Upgrades.	01 September 2023
12. Under which conditions could an interested group contribute to the port upgrades?	The Port upgrades are handled by TNPA.	01 September 2023



RFI/EOI No. **BR/EOI/2023-24 (01) & HOAC_HO_42283**

For the Funding and Development of the Proposed New Railway Corridor underpinned by the Construction of the New Rail Link between Mmamabula (Botswana) and Lephalale (South Africa),
i.e. Mmamabula-Lephalale Rail Link

13. What provisions can Transnet make to facilitate port allocation on to the South African and Botswana coal mining companies that will invest in and use the line for export.	<ul style="list-style-type: none"> Review the port handling capacity, the possible Port facilities to be used is MTP (Coal Stockpile Facilities) or Richards Bay Coal Terminal (RBCT) Report the Botswana Project to the KZN Logistics Hub for support Upgrade/Expand the stockpile facilities and berths 	01 September 2023
14. Which changes in terms of operating model and third-party access will TFR and/or Botswana Railways implement together with the developments outlined in the RFI?	<ul style="list-style-type: none"> Thabazimbi depot will be used for traction change, therefore, Yard Operating Model will be reviewed to accommodate the additional activities. The Botswana train crew will run round trip between Botswana and Thabazimbi Integrated Train Plan will be reviewed to accommodate the additional trains Locomotive and wagons maintenance activities will increase on the maintenance depots There will be changes on port activities. Port Handling capability will be reviewed The Operational yards within the North corridor will be impacted, there will be an increase on some yards activities 	01 September 2023
15. Will a concession of the corridor be considered? What is the view of the possible period (duration) of a concession?	The Client is amenable to different proposals by the Respondents.	01 September 2023
16. Given third party access is allowed, what will determine whether the corridor will be accessed via concession or slot sales?	The Client is amenable to different proposals by the Respondents.	01 September 2023
17. Given third party access is allowed, how will Transnet ensure 24 mtpa to Richards Bay?	The Stage 4 feasibility study for the Waterberg project has been completed with execution pending Botswana's volumes validation.	01 September 2023



RFI/EOI No. **BR/EOI/2023-24 (01) & HOAC_HO_42283**

For the Funding and Development of the Proposed New Railway Corridor underpinned by the Construction of the New Rail Link between Mmamabula (Botswana) and Lephalale (South Africa),
i.e. Mmamabula-Lephalale Rail Link

	In line with the volumes ramp-up envisaged from Botswana, critical Stage 4 work packages will accelerated.	
18. What PPP/ PSP models will be considered or preferred?	The Client is amenable to different proposals by the Respondents.	01 September 2023
19. Where and how is the upgraded north line (at 24 mtpa) expected to feed into the Coal Line?	The existing northern part of the corridor will be upgraded to 24 Mtpa and feed into the Coal Line through Ogies to Richards-Bay.	01 September 2023