

**Transnet Freight Rail**

an Operating Division of **TRANSNET SOC LTD**

[hereinafter referred to as **Transnet**]

[Registration No. 1990/000900/30]

REQUEST FOR INFORMATION [RFI] AMENDED

INFORMATION IS REQUIRED TO ENABLE TRANSNET TO IDENTIFY A SERVICE PROVIDER TO ASSIST IN THE RECOVERY, UPGRADE, AND LONGTERM SUPPORT OF THE CLASS 20E, 21E, AND 22E LOCOMOTIVE FLEETS.

THEREAFTER

THROUGH A SEPARATE "REQUEST FOR PROPOSAL" [RFP] PROCESS

TO APPOINT NATIONAL SERVICE PROVIDERS TO UNDERTAKE THE PROVISION OF RECOVERY, UPGRADE, AND LONG-TERM SUPPORT OF THE CLASS 20E, 21E, AND 22E LOCOMOTIVE FLEET OVER AN AGREED PERIOD.

RFI NUMBER: HOAC-HO-49860

ISSUE DATE: 15 JANUARY 2025

BRIEFING SESSION: 29 JANUARY 2025 (MICROSOFT TEAMS)

CLOSING DATE: 27 FEBRUARY 2025

EXTENDED CLOSING DATE: 27 MARCH 2025

CLOSING TIME: 11:00 AM

Note to the bidders:

Bidders are required to ensure that electronic bid submissions are done at least a day before the closing date to prevent issues which they may encounter due to their internet speed, bandwidth or the size of the number of uploads they are submitting. Transnet will not be held liable for any challenges experienced by bidders as a result of the technical challenges. Please do not wait for the last hour to submit. A Bidder can upload 30mb per upload and multiple uploads are permitted.

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**RFI FOR THE PROVISION OF INFORMATION TO ENABLE TRANSNET TO IDENTIFY A SERVICE PROVIDER TO ASSIST IN THE RECOVERY, UPGRADE, AND LONG-TERM SUPPORT OF THE CLASS 20E, 21E, AND 22E LOCOMOTIVE FLEETS.
SECTION 1: SBD1 FORM**

**PART A
INVITATION TO BID**

YOU ARE HEREBY INVITED TO BID FOR REQUIREMENTS OF TRANSNET FREIGHT RAIL, A DIVISION TRANSNET SOC LTD							
BID NUMBER:	HOAC-HO-49860	ISSUE DATE:	15 01 2025	CLOSING DATE:	27 02 2025	CLOSING TIME:	11 AM
DESCRIPTION	RFI FOR THE PROVISION OF INFORMATION TO ENABLE TRANSNET TO IDENTIFY A SERVICE PROVIDER TO ASSIST IN THE RECOVERY, UPGRADE, AND LONG-TERM SUPPORT OF THE CLASS 20E, 21E, AND 22E LOCOMOTIVE FLEETS.						
BID RESPONSE DOCUMENTS SUBMISSION							
RESPONDENTS ARE TO UPLOAD THEIR BID RESPONSE PROPOSALS ONTO THE TRANSNET SYSTEM AGAINST EACH BID/RFI SELECTED (please refer to section 2, paragraph 4 for a detailed process on how to upload submissions): https://transnetetenders.azurewebsites.net							
BIDDING PROCEDURE ENQUIRIES MAY BE DIRECTED TO				TECHNICAL ENQUIRIES MAY BE DIRECTED TO:			
CONTACT PERSON	Buyisiwe Hlatshwayo			CONTACT PERSON	Buyisiwe Hlatshwayo		
TELEPHONE NUMBER	011 584 0665			TELEPHONE NUMBER	011 584 0665		
FACSIMILE NUMBER	N/A			FACSIMILE NUMBER	N/A		
E-MAIL ADDRESS	buyisiwe.hlatshwayo@transnet.net			E-MAIL ADDRESS	Buyisiwe.hlatshwayo@transnet.net		
SUPPLIER INFORMATION							
NAME OF BIDDER							
POSTAL ADDRESS							
STREET ADDRESS							
TELEPHONE NUMBER	CODE		NUMBER				
CELLPHONE NUMBER							
FACSIMILE NUMBER	CODE		NUMBER				
E-MAIL ADDRESS							
VAT REGISTRATION NUMBER							
SUPPLIER COMPLIANCE STATUS	TAX COMPLIANCE SYSTEM PIN:		OR	CENTRAL SUPPLIER DATABASE	UNIQUE REGISTRATION REFERENCE NUMBER: MAAA		
B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE	TICK APPLICABLE BOX] <input type="checkbox"/> Yes <input type="checkbox"/> No		B-BBEE STATUS LEVEL SWORN AFFIDAVIT		[TICK APPLICABLE BOX] <input type="checkbox"/> Yes <input type="checkbox"/> No		

Respondent's Signature

Date and Company Stamp

[A B-BBEE STATUS LEVEL VERIFICATION CERTIFICATE/ SWORN AFFIDAVIT MUST BE SUBMITTED FOR PURPOSES OF COMPLIANCE WITH THE B-BBEE ACT]			
1. ARE YOU THE ACCREDITED REPRESENTATIVE IN SOUTH AFRICA FOR THE GOODS /SERVICES /WORKS OFFERED?	<input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES ENCLOSE PROOF]	2. ARE YOU A FOREIGN BASED SUPPLIER FOR THE GOODS /SERVICES /WORKS OFFERED?	<input type="checkbox"/> Yes <input type="checkbox"/> No [IF YES, ANSWER QUESTIONNAIRE BELOW]
QUESTIONNAIRE TO BIDDING FOREIGN SUPPLIERS			
IS THE ENTITY A RESIDENT OF THE REPUBLIC OF SOUTH AFRICA (RSA)? <input type="checkbox"/> YES <input type="checkbox"/> NO DOES THE ENTITY HAVE A BRANCH IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO DOES THE ENTITY HAVE A PERMANENT ESTABLISHMENT IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO DOES THE ENTITY HAVE ANY SOURCE OF INCOME IN THE RSA? <input type="checkbox"/> YES <input type="checkbox"/> NO IS THE ENTITY LIABLE IN THE RSA FOR ANY FORM OF TAXATION? <input type="checkbox"/> YES <input type="checkbox"/> NO			
IF THE ANSWER IS "NO" TO ALL OF THE ABOVE, THEN IT IS NOT A REQUIREMENT TO REGISTER FOR A TAX COMPLIANCE STATUS SYSTEM PIN CODE FROM THE SOUTH AFRICAN REVENUE SERVICE (SARS) AND IF NOT REGISTER AS PER 1.3 BELOW.			

PART B
TERMS AND CONDITIONS FOR BIDDING

1. TAX COMPLIANCE REQUIREMENTS
1.1 BIDDERS MUST ENSURE COMPLIANCE WITH THEIR TAX OBLIGATIONS. 1.2 BIDDERS ARE REQUIRED TO SUBMIT THEIR UNIQUE PERSONAL IDENTIFICATION NUMBER (PIN) ISSUED BY SARS TO ENABLE THE ORGAN OF STATE TO VERIFY THE TAXPAYER'S PROFILE AND TAX STATUS. 1.3 APPLICATION FOR TAX COMPLIANCE STATUS (TCS) PIN MAY BE MADE VIA E-FILING THROUGH THE SARS WEBSITE WWW.SARS.GOV.ZA. 1.4 BIDDERS MAY ALSO SUBMIT A PRINTED TCS CERTIFICATE TOGETHER WITH THE BID. 1.5 IN BIDS WHERE UNINCORPORATED CONSORTIA / JOINT VENTURES / SUB-CONTRACTORS ARE INVOLVED, EACH PARTY MUST SUBMIT A SEPARATE TCS CERTIFICATE / PIN / CSD NUMBER. 1.6 WHERE NO TCS IS AVAILABLE BUT THE BIDDER IS REGISTERED ON THE CENTRAL SUPPLIER DATABASE (CSD), A CSD NUMBER MUST BE PROVIDED.

NB: FAILURE TO PROVIDE / OR COMPLY WITH ANY OF THE ABOVE PARTICULARS MAY RENDER THE BID INVALID.

SIGNATURE OF BIDDER:

CAPACITY UNDER WHICH THIS BID IS SIGNED:

(Proof of authority must be submitted e.g. company resolution)

DATE: _____

Respondent's Signature

Date and Company Stamp

SECTION 2: NOTICE TO RESPONDENTS

1. INFORMATION REQUEST

Information is requested from interested persons, companies, close corporations or enterprises [hereinafter referred to as the **Respondent(s)**] to supply the aforementioned information to Transnet. Respondents are to note that only those that have responded to this RFI will be allowed to participate in the Stage 2 RFP process.

2. EXPRESSION OF INTEREST [EOI]

This RFI aims to:

- Assess technical expertise available in the market.
- Prequalify respondents for the subsequent Request for Proposal (RFP) process.
- Gather information to refine specifications for the RFP.

DESCRIPTION	RFI FOR THE PROVISION OF INFORMATION TO ENABLE TRANSNET TO IDENTIFY A SERVICE PROVIDER TO ASSIST IN THE RECOVERY, UPGRADE, AND LONG-TERM SUPPORT OF THE CLASS 20E, 21E, AND 22E LOCOMOTIVE FLEETS. [the Services]
TENDER ADVERT	All Transnet tenders are advertised on the National Treasury's e-Tender Publication Portal and the Transnet website. Should one of these media (i.e. National Treasury's e-Tender Publication Portal or Transnet website) not be available, bidders are advised to check on the other media for advertised tenders.
RFI DOWNLOADING	<p>This RFI may be downloaded directly from National Treasury's e-Tender Publication Portal at www.etenders.gov.za free of charge.</p> <p>To download RFI and Annexures:</p> <ul style="list-style-type: none"> • Click on "Tender Opportunities"; • Select "Advertised Tenders"; • In the "Department" box, select Transnet SOC Ltd; <p>Once the tender has been located in the list, click on the "Tender documents" tab and process to download all uploaded documents.</p> <p>The RFI may also be downloaded from the Transnet Portal at https://transnetetenders.azurewebsites.net (please use Google Chrome to access Transnet link) free of charge (<i>refer to section 2, paragraph 4 below for detailed steps</i>)</p>
COMMUNICATION	<p>Any addenda to the RFI or clarifications will be published on the e-tender portal and Transnet website. Bidders are required to check the e-tender portal and Transnet website prior to finalising their bid submissions for any changes or clarifications to the RFI.</p> <p>Transnet will not be held liable if Bidders do not receive the latest information regarding this RFI.</p>
BRIEFING SESSION	<p>Yes - Non-compulsory (MICROSOFT TEAMS)</p> <p>Bidders are required to confirm their attendance and to send their contact details including the number of representatives (where applicable) to the following address: buyisiwe.hlatshwayo@transnet.net</p> <p>This is to ensure that Transnet may make the necessary arrangements for the briefing session.</p> <p>Refer to paragraph 3 for details.</p>
CLOSING DATE	11:00 am on Thursday, 27 February 2025

Respondent's Signature

Date and Company Stamp

	<p>Bidders must ensure that bids are uploaded timeously onto the system.</p> <p>As a general rule, if a bid is late, it will not be accepted for consideration.</p> <p><i>Bidders are required to ensure that electronic bid submissions are done at least a day before the closing date to prevent issues which they may encounter due to their internet speed, bandwidth or the size of the number of uploads they are submitting. Transnet will not be held liable for any challenges experienced by bidders as a result of the technical challenges. Please do not wait for the last hour to submit. A Bidder can upload 30mb per upload and multiple uploads are permitted.</i></p>
VALIDITY PERIOD	<p>180 Business Days from Closing Date.</p> <p>Bidders are to note that they may be requested to extend the validity period of their bid, on the same terms and conditions, if the internal evaluation process has not been finalised within the validity period. However, once the adjudication body has approved the process, the validity of the bidder(s)' bid will be deemed to remain valid until the RFI process has been concluded.</p>

Any additional information or clarification will be published on the e-Tender portal and Transnet website, if necessary.

3. FORMAL BRIEFING

Despite the briefing session being non-compulsory, Transnet nevertheless encourages all Respondents to attend. Transnet will not be held responsible if any Respondent who did not attend the non-compulsory session subsequently feels disadvantaged as a result thereof.

4. RESPONSE SUBMISSION

Transnet has implemented a new electronic tender submission system, the e-Tender Submission Portal, in line with the overall Transnet digitalization strategy where suppliers can view advertised tenders, register their information, log their intent to respond to bids and upload their bid proposals/responses on to the system.

a) The Transnet e-Tender Submission Portal can be accessed as follows:

- Log on to the Transnet eTenders management platform website/ Portal ((transnetetenders.azurewebsites.net) Please use **Google Chrome** to access Transnet link/site)
- Click on "ADVERTISED TENDERS" to view advertised tenders;
- Click on "SIGN IN/REGISTER – for bidder to register their information (must fill in all mandatory information);
- Click on "SIGN IN/REGISTER" - to sign in if already registered;
- Toggle (click to switch) the "Log an Intent" button to submit a bid;
- Submit bid documents by uploading them into the system against each tender selected;
- No late submissions will be accepted. The bidder guide can be found on the Transnet Portal transnetetenders.azurewebsites.net

5. RFI/EOI INSTRUCTIONS

All returnable documents listed in the expression of interest [section 5] in this RFI must be returned with your submission.

The person or persons signing the submission must be legally authorised by the respondent to do so.

6. B-BBEE JOINT VENTURES OR CONSORTIUMS

Bidders may choose during the subsequent RFP process to enter into a Joint Venture with B-BBEE companies. RFP Bidders will also be required to submit a signed JV agreement between the parties clearly stating the

Respondent's Signature

Date and Company Stamp

percentage [%] split of business and the associated responsibilities of each party. If at the time of the bid submission such a JV or consortium agreement has not been concluded, the partners must submit confirmation in writing of their intention to enter into a JV or consortium agreement should they be awarded business by Transnet through the RFP process. This written confirmation must clearly indicate the percentage [%] split of business and the responsibilities of each party. In such cases, award of business will only take place once a signed copy of a JV or consortium agreement is submitted to Transnet.

Please indicate below whether your entity has an existing JV, and if so, provide details, including details of the percentage split of business, or whether your entity intends to create a JV relationship for RFP purposes:

7. COMMUNICATION

For specific queries relating to this RFI a Clarification Request Form should be submitted onto the system and to Buyisiwe.hlatshwayo@transnet.net before **12:00 pm on 20 March 2025** substantially in the form set out in Section 8. In the interest of fairness and transparency Transnet's response to such a query will be published on the e-tender portal and Transnet website.

After the closing date of the RFI/EOI a Respondent may only communicate with **Prudence Nkabinde** (DBAC Secretariat), at telephone number: **011 584 0821**, email: Prudence.Nkabinde@transnet.net on any matter relating to its RFI/EOI Proposal.

Respondents are to note that changes to its submission will not be considered after the closing date.

It is prohibited for Respondents to attempt, either directly or indirectly, to canvass any officer or employee of Transnet in respect of this RFI/EOI.

Respondents found to be in collusion with one another will be automatically disqualified and restricted from doing business with organs of state for a specified period.

8. CONFIDENTIALITY

All information related to this RFI/EOI is to be treated with strict confidence. In this regard Respondents are required to certify that they have acquainted themselves with the Non-Disclosure Agreement. All information related to a subsequent contract, both during and after completion thereof, will be treated with strict confidence. Should the need however arise to divulge any information related to this RFI or the subsequent RFP process, written approval to divulge such information must be obtained from Transnet.

9. STATUS OF THIS RFI AND SUBSEQUENT PROCESS

It is envisaged that Service Provider will be appointed, through a separate RFP process, to provide recovery, upgrade, and long-term maintenance support requirements for the Class 20E, 21E, and 22E locomotive fleet.

This RFI is not an offer to purchase, and Transnet is under no obligation to accept any proposals in this process and/or the subsequent RFP which may be issued hereafter.

As this is a Request for Information only, no business will be awarded through this process.

10. DISCLAIMERS

Respondents are hereby advised that Transnet is not committed to any course of action as a result of its issuance of this RFI and/or its receipt of submissions in response to it. In particular, please note that Transnet reserves the right and at its sole and full discretion to:

- (a) utilise any information provided to it in response to this RFI to draft the scope of requirements for inclusion in an RFP;
- (b) take no further action whatsoever, if it so decides;
- (c) withdraw from this process and the provisions of this project at any time;
- (d) select the RFI and RFP participants based on Transnet's criteria;
- (e) change the dates of adjudication and submission;
- (f) not invite RFI respondents for further participation in the RFP process;
- (g) not bind itself to accept any or all of the RFIs;
- (h) increase or decrease the quantities/scope as indicated in the RFI;
- (i) validate any information submitted by Respondents in response to this bid. This would include, but is not limited to, requesting the Respondents to provide supporting evidence. By submitting a bid, Respondents hereby irrevocably grant the necessary consent to Transnet to do so;
- (j) request audited financial statements or other documentation for the purposes of a due diligence exercise;
- (k) not accept any changes or purported changes by the Respondent to the bid rates after the closing date;

Note that Transnet will not reimburse any Respondent for any preparatory costs or other work performed in connection with this submission.

SECURITY CLEARANCE

Acceptance of this bid could be subject to the condition that the Successful Respondent, its personnel providing the goods and its subcontractor(s) must obtain security clearance from the appropriate authorities to the level of **CONFIDENTIAL/ SECRET/TOP SECRET**. Obtaining the required clearance is the responsibility of the Successful Respondent. Acceptance of the bid is also subject to the condition that the Successful Respondent will implement all such security measures as the safe performance of the contract may require.

NATIONAL TREASURY'S CENTRAL SUPPLIER DATABASE

Respondents are required to self-register on National Treasury's Central Supplier Database (CSD) which has been established to centrally administer supplier information for all organs of state and facilitate the verification of certain key supplier information. Respondents must register on the CSD prior to submitting their bids. Business may not be awarded to a Respondent who has failed to register on the CSD. Only foreign suppliers with no local registered entity need not register on the CSD.

For this purpose, the attached SBD 1 Form must be completed and submitted as a returnable document by the closing date and time of the bid.

TAX COMPLIANCE


Respondents must be compliant when submitting future proposals to Transnet and remain compliant for the entire contract term with all applicable tax legislation, including but not limited to the Income Tax Act, 1962 (Act No. 58 of 1962) and Value Added Tax Act, 1991 (Act No. 89 of 1991).

It is a condition of this bid that the tax matters of the successful Respondents be in order, or that satisfactory arrangements have been made with South African Revenue Service (SARS) to meet the bidder's tax obligations.




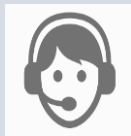





The Tax Compliance status requirements are also applicable to foreign Respondents / individuals who wish to submit bids.

Where Consortia / Joint Ventures / Sub-contractors are involved, each party must be registered on the Central Supplier Database and their tax compliance status will be verified through the Central Supplier Database.

Transnet urges its clients, suppliers and the general public to report any fraud or corruption to TIP-OFFS ANONYMOUS:

 **Ethics Helpdesk** (Pty) LTD.
Ethics Management System™

You can choose to be **Anonymous** or **Non-Anonymous** on ANY of the platforms
PLEASE RETAIN YOUR REFERENCE NUMBER

				
	AI Voice Bot "Jack" Speak to our AI Voice Chat Bot "JACK", you converse with him like chatting to a human, with the option to record a message and speak to an agent at anytime.	What's App Speak to an Agent via What's App.	Speak to an Agent Speak to an Agent via the platform with no call or data charge	Telegram Speak to an Agent via Telegram
 0800 003 056	 086 551 4153	 reportit@ethicshelpdesk.com	 *120*0785980808#	

Respondent's Signature

Date and Company Stamp

SECTION 3: RFI SCOPE OF REQUIREMENTS

11. INTRODUCTION

- 1.1. Transnet Freight Rail (TFR) is embarking on a program to recover, upgrade, and enhance the operational performance of its Class 20E, 21E, and 22E locomotive fleet. This initiative seeks to address critical challenges, including reduced fleet availability, maintenance complexities, and the lack of Original Equipment Manufacturer (OEM) support. The recovery and upgrade program is essential to improving freight capacity, operational efficiency, and reliability across the rail network.
- 1.2. This Request for Information (RFI) is issued to gather insights from industry stakeholders regarding innovative solutions, technical capabilities, and best practices to support the development of a comprehensive Request for Proposal (RFP) for this critical project.

2. BACKGROUND

- 2.1. Since 2013, Transnet Freight Rail (TFR) has introduced a new generation of electric locomotives, procured from a single OEM, and designated under the Transnet Fleet Classifications as 20E, 21E, and 22E. These locomotives were intended to modernize the fleet and enhance rail freight capacity. However, several units within each class have been taken out of service due to various challenges, including derailments, accidents, vandalism, and pending component replacements. These factors have resulted in a staged fleet, with some locomotives awaiting repairs or upgrades to return to operational status. Fleet size breakdown:

Class	Locomotive Description	Operation Description (Depot)	Total Fleet (Size)
20E	3kVdc/25kVac Electric Bo-Bo	Cape Corridor	94
21E	3kVdc/25kVac Electric Bo-Bo	North Corridor	100
22E	3kVdc/25kVac Electric Co-Co	GFB (Various Corridors)	261

- 2.2. After the suspension of the OEM's contract to deliver 359 Class 22E locomotives, the OEM formally notified Transnet Freight Rail (TFR) of its decision to cease all maintenance and support services for the fleets previously supplied. This withdrawal affects the entire series of new-generation electric locomotives in TFR's fleet—specifically the 20E, 21E, and 22E classes. This development has significant operational implications, as it removes OEM support for essential maintenance, repairs, and component supply across these locomotive classes.
- 2.3. Transnet Freight Rail (TFR) invites qualified bidders to submit proposals to address the operational needs of its Class 20E, 21E, and 22E locomotive fleets. The scope of this proposal includes:
 - 2.3.1. Experienced Respondent for Fleet Takeover: TFR seeks a seasoned Respondent with a proven track record in fleet management to assume full operational responsibility for the 20E, 21E, and 22E classes. The Respondent will be required to utilize specified existing locomotive components and integrate a new locomotive control system that meets the functional requirements set forth by TFR.
 - 2.3.2. Supply of Components on Demand: The Respondent will supply necessary components for the Class 20E, 21E, and 22E locomotives on an as-needed basis, ensuring continued availability and support for

fleet maintenance and repairs. This proposal aims to restore and maintain TFR's new-generation locomotive fleet in optimal condition, ensuring uninterrupted service and reliability across operations.

2.3.3. The Respondent(s) should also indicate capability and ability to support the organisation with a long-term maintenance and support agreement for the lifespan of the entire fleet.

3. DEFINITIONS

IEC	International Electro-Technical Commission
OEM	Original Equipment Manufacturer
Respondent	<p>In this document a Respondent refers to:</p> <ol style="list-style-type: none"> Locomotive Original Equipment Manufacturer (OEM): A primary manufacturer of locomotive systems, components, or entire locomotive units with the capability to deliver a complete and compliant product aligned with Transnet's operational requirements. <p>AND/OR</p> <ol style="list-style-type: none"> Supplier with Strategic OEM Partnership: A supplier that has established a strategic partnership with one or more OEMs, enabling the provision of a comprehensive, fully integrated locomotive solution. This partnership ensures the respondent can leverage OEM technical expertise and component supply while delivering a seamless end-to-end service. <p>AND/OR</p> <ol style="list-style-type: none"> Joint Venture or Consortium: A collaboration between one or more OEMs and/or OEM licensed local agents. This joint venture structure allows for shared resources, capabilities, and expertise, resulting in a cohesive solution that meets Transnet's specifications for locomotive projects, with clear delineation of roles and responsibilities among partners.
RFI	Request for Information
RFP	Request for Proposal
SABS	South African Bureau of Standards
SANS	South African National Standard
TE	Transnet Engineering
TFR	Transnet Freight Rail

4. CURRENT STATUS

4.1. Operational Challenges Due to Locomotive Shortages

4.1.1. **Tractive Effort Deficiency Impacting Volume Capacity:** Transnet Freight Rail (TFR) currently lacks sufficient cumulative tractive effort to meet its contracted and forecasted demand, which hinders its ability to fulfil customer requirements and support economic growth in South Africa. This shortage constrains TFR's capacity to transport goods effectively across its rail network.

4.1.2. Locomotive Shortage and Increased Road Traffic: 193 locomotives have been sidelined, reducing available rolling stock and leading to a decline in service quality for TFR's freight customers. This shortage has caused significant delays across critical corridors and has contributed to a shift in freight volume back to road transportation, as customers turn to alternative transport modes to ensure timely delivery of goods.

4.1.3. Challenges with OEM Proprietary Spare Parts: TFR faces difficulties in sourcing proprietary spare parts controlled by the OEMs, which impacts the maintenance and operability of the existing locomotive fleets. The limited availability of OEM-specific components further restricts TFR's capacity to return out-of-service locomotives to operation, exacerbating service disruptions.

5. PURPOSE / OBJECTIVE

5.1. The purpose of this Request for Information (RFI) is to identify respondents with the necessary combined capabilities, experience, and technical expertise to execute a fleet recovery program for the Class 20E, 21E, and 22E locomotives. This initiative is aimed at ensuring the sustainability, reliability, and efficiency of these locomotive classes through a structured upgrade and maintenance approach.

5.2. Two-Phased Approach - Transnet has identified two distinct approaches to the fleet recovery strategy:

5.2.1. Short-to-Medium Term Approach – Operational Continuity

5.2.1.1. This phase focuses on sustaining the current locomotive fleet in operation by ensuring the continued supply of critical spare parts, components, and maintenance support.

5.2.1.2. The objective is to maintain fleet availability and reliability while mitigating downtime through efficient spare parts provisioning and technical support.

5.2.1.3. Respondents should demonstrate their capability to source and supply OEM-compatible parts or alternative (which must be compatible to the locomotive) and their experience in supporting similar locomotive fleets in active service.

5.2.2. Long-Term Approach – Fleet Conversion and Modernization

5.2.2.1. In the long term, the strategy is to transition the current locomotive fleet to a reworked series through a comprehensive overhaul.

5.2.2.2. This will involve redesigning and upgrading key locomotive subsystems to enhance performance, reliability, and lifecycle management.

5.2.2.3. Respondents must outline their expertise in locomotive conversion projects, multi-system integration, and reengineering capabilities to meet the new series specifications.

5.2.3. Respondent Screening and Evaluation - Respondents will be subject to a rigorous screening process to assess:

5.2.3.1. Their technical expertise in locomotive upgrades and conversions.

5.2.3.2. Prior experience with similar fleet recovery programs.

5.2.3.3. Their capability to support both the short-to-medium-term and long-term strategies.

5.2.3.4. Their capacity to integrate multi-systems effectively.

5.2.4. Multi-Stage Request for Proposal (RFP) Process

5.2.4.1. Respondents who meet the RFI requirements will be invited to participate in a structured, multi-stage RFP process. Participation in this RFI is a mandatory prerequisite for progressing to the RFP stage. Respondents who do not submit an RFI response will not be eligible to participate in the subsequent RFP process.

5.2.4.2. As part of this process, all respondents must sign Non-Disclosure Agreements (NDAs) before accessing detailed technical specifications and locomotive upgrade requirements.

5.2.5. RFP Process and Evaluation Stages - The RFP process will align with Transnet's procurement principles, ensuring fairness, transparency, and value for money. The anticipated stages are as follows:

5.2.5.1. Stage 1: Submission and Evaluation of Technical Proposals

5.2.5.1.1. Transnet will issue an RFP document containing detailed technical specifications, compliance requirements, and evaluation criteria.

5.2.5.1.2. Respondents must submit comprehensive proposals outlining their technical solutions, prior experience, and compliance with Transnet's technical and operational standards.

5.2.5.1.3. Initial evaluations will consider factors such as technical feasibility, financial viability, prior experience, compliance with Transnet policies, and alignment with local content and BBBEE requirements.

5.2.5.1.4. A shortlist of qualified respondents will be selected for the next stage.

5.2.5.2. Stage 2 – On-Site Locomotive Inspections and Detailed Technical Submissions

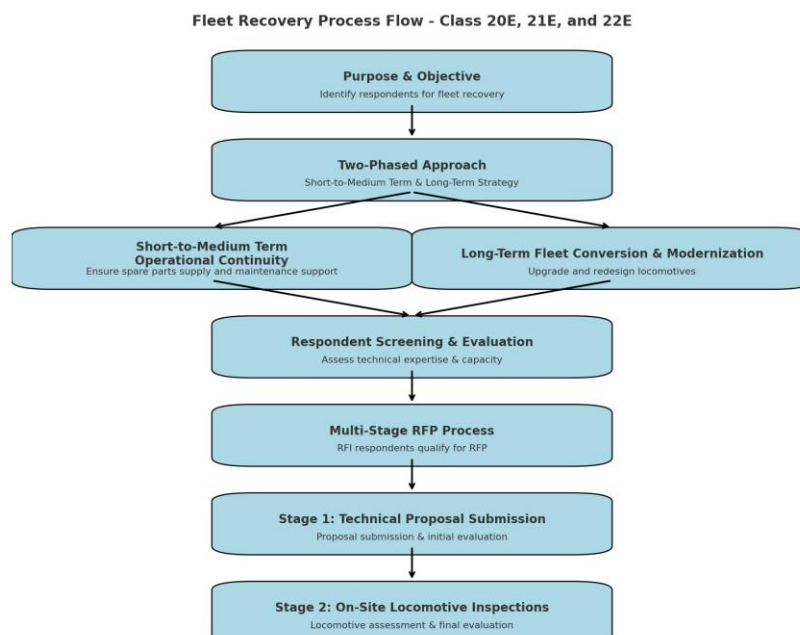
5.2.5.2.1. Shortlisted respondents will be invited to conduct on-site inspections of the locomotives to assess their condition and operational requirements.

5.2.5.2.2. Respondents must deploy experienced locomotive engineers, system integration specialists, and other technical experts to perform a detailed assessment.

5.2.5.2.3. Following the on-site inspection, respondents must submit an updated technical proposal, including:

- For Short-to-Medium Term: Detailed plans for ensuring parts availability, maintenance strategies, and operational support.
- For Long-Term Conversion: A structured methodology for reworking and modernizing the locomotives into the next-generation Class series, ensuring alignment with functional and operational requirements.
- Project timeline, cost breakdown, risk assessment, and contingency planning.
- Compliance with Transnet's localisation and BBBEE requirements.

5.2.5.2.4. The final selection of a preferred respondent will be subject to further due diligence, financial and technical evaluations, and governance approvals in line with Transnet's procurement framework.



6. KEY OBJECTIVES OF THIS RFI PROCESS

The following list of deliverables captures the minimum intent and objectives of the RFI process. Transnet requests all Respondents to assist with the achievement of these objectives by submitting the requested information as indicated below. This will be finalised in the RFP documents following the RFI process:

- a) Full operational responsibility for the 20E, 21E, and 22E locomotives.
- b) Supply and integration of a new locomotive control system.
- c) Long-term supply and availability of critical components.
- d) Comprehensive maintenance and support agreement for the lifespan of the fleets.

7. GENERAL RESPONDENT OBLIGATIONS

- 7.1. The Respondent(s) shall be fully responsible to Transnet for the acts and omissions of persons directly or indirectly employed by them.
- 7.2. The Respondent (s) must comply with the requirements stated in this RFI.

8. CONFIDENTIALITY AND COMPLIANCE

This RFI and information contained herein or provided for purposes thereof, remain the property of Transnet and may not be reproduced, sold or otherwise disposed of. All recipients of this document (whether a RFI is submitted or not) shall treat the details of this document as strictly private and confidential.

Information disclosed in this RFI is given in good faith and only for the purposes of providing sufficient information to the Respondent to enable submission of a well-informed and realistic RFI.

9. UNDERTAKINGS BY RESPONDENT

It will be accepted that the Respondent, on submitting the RFI response, has read, understood and accepted all the terms and conditions of the document. The submission of an RFI by any Respondent shall presume complete

acceptance of the terms and conditions of the document. All qualifications and or exceptions should be noted in the RFI Response document.

10. COSTS TO RESPOND TO THE RFI

10.1. All Respondents wishing to submit a RFI response must be in possession of this document, the RFI. Transnet will not be responsible for or pay any expense or losses which may be incurred by any Respondent in the preparation and submission of the RFI and the costs of the RFI at all stages of the RFI process. Costs, if any, will be for each Respondent's own account.

10.2. Transnet reserves the right to invite certain Respondents to present or otherwise demonstrate their proposed solution as per their RFI, at the Respondent's own cost.

11. AUTHORITY OF SIGNATORY

11.1. If the RFI Respondent is a company, a certified copy of the resolution of the Board of Directors (i.e. personally signed by the Chairman or Secretary of the Board) authorising the person who signs this RFI to do so and any other documents and correspondence in connection with this RFI and/or agreement on behalf of the company, must be submitted with their RFI.

11.2. If the RFI Respondent is a partnership, a certified copy of the resolution of the partners (personally signed by all the partners) authorising the person who signs this RFI to do so and any other documents and correspondence in connection with this RFI and/or agreement on behalf of the partnership, must be submitted with this RFI.

11.3. If the RFI Respondent constitutes a "one-man business", certified proof must be submitted that the person signing this RFI and any other documents and correspondence in connection with this RFI and/or agreement is the sole owner of the one-man business.

Failure to comply with this clause may result in rejection of the RFI response.

12. OFFERING OF COMMISSION OR GRATUITY

If a Respondent, or any person employed by him, is found to have either directly or indirectly offered, promised or given to any person in the employ of Transnet, any commission, gratuity, gift or other consideration, Transnet shall have the right and without prejudice to any other legal remedy which it may have in regard to any loss or additional cost or expenses, to disqualify the RFI Respondent from further participation in this process and any other subsequent processes in this regard. The RFI Respondent will be responsible for all and any loss that Transnet may suffer as a result thereof. In addition, Transnet reserves the right to exclude such a Respondent from future business with Transnet.

13. UNDERTAKING BY TRANSNET

In responding to this RFI, Transnet encourages all RFI Respondents to put their best effort into the construction and development of the proposal.

The RFI process will include due governance, and the results of the adjudication process will be available to Respondents.

Nb* The subsequent RFP to this RFI will be closed to the respondents of this RFI only.

Respondent's Signature

Date and Company Stamp

SECTION 4: TRANSNET'S RFI INFORMATION

1. STATISTICS [The Services]

Please note that the below mentioned information is provided merely as an indication of the size and nature of Transnet's current requirements and consequently does not necessarily reflect the extent of the Services to be provided by appointed Service Provider(s) through an award of business at any future date.

2. REQUIREMENTS FOR RFI

Respondents expressing an interest to participate in this RFI stage must provide the full range of Services, as set out below:

- Fleet recovery and upgrade services for Class 20E, 21E, and 22E locomotives, including integration of a new locomotive control system;
- Supply and availability of critical components for locomotive maintenance and repairs; and
- Long-term maintenance and support services for the operational lifespan of the fleet.

3. TECHNICAL CAPABILITY

Respondents must demonstrate their existing technical capabilities by providing detailed technical information that clearly illustrates their capacity to meet the following requirements

3.1. The respondent must have expertise in designing locomotives capable of operating in the following environmental conditions:

3.1.1. Locomotive shall operate from coastal to inland centres or vice versa. This equates to a height of 0 to 1980m above sea level.

3.1.2. External Ambient conditions of between minus 10 to plus 50 degrees Celsius can be expected. When operating in multiple under Rheostatic brake conditions considerably higher temperatures can be expected when negotiating tunnels. It is essential that locomotives be rated and designed to safely operate under such conditions without de-rating.

3.1.3. It is essential that rapid external temperature variations resulting from running through tunnels shall be taken into account (also single line tunnel).

3.1.4. The locomotives may operate and be stabled in an atmosphere of average humidity in excess of 80%, with 100% not being uncommon.

3.1.5. When operating or stabled at coastal areas very humid salty atmosphere, which is extremely corrosive, will be encountered.

3.1.6. When operating or stabled inland extremely dry dusty and windy conditions will be experienced during much of the year.

3.1.7. During certain periods of the year grass seeds and dry leaves could pose a major problem to filter inlets.

3.1.8. The locomotives referred to operate in an atmosphere also filled with fine coal or ore particles.

3.1.9. It is essential that the design takes into account temperature rises within cubicles to ensure that the components do not exceed their specified temperature ratings, or shorten the usable design life of the equipment.

3.1.10. It is essential that the design should not raise its internal cubicle or ambient temperature of any of the electronic equipment within the locomotive above 60°C.

3.1.11. It is essential that air temperature surrounding printed board assemblies should not exceed 70°C.

3.1.12. It is essential that the design be as such to ensure that, during worst case operating conditions, the hottest portion of any piece of electronic equipment supplied should not exceed 80°C.

3.1.13. The following describes the typical parameters of the various traction substation configurations.

Parameter	3 kV DC	25 kV AC
Continuous Power Rating	4,5 MW	20 MVA
30 minute rating	2 x continuous	1 x continuous
1/2 minute rating	3 x continuous for 1 min	2 x continuous for 2 min
Continuous output current	1500 A @ 3000 V	800 A @ 25 kV
Nominal output Voltage	3000V	25 000 V
No load Voltage	3300V	27 500 V
Busbar voltage range at substation during load conditions	2500 – 3300 V	23000 -27500 V
Maximum Over voltage (due to regen)	3900 V	30 050 V
Average substation spacing	6-21	15-30

3.1.14. The locomotive will experience the following:

- 3 kV DC network - 1.8 kV DC to 4.5 kV DC
- 25 kV AC network - 17.5 kV AC to 31 kV AC

3.1.15. Signalling System Compatibility: The locomotive must be compatible with Transnet Freight Rail's signalling system, following EMC requirements in specification BBB2274, and ensuring compatibility with various train detection circuits.

3.1.16. Psophometric Current Limits: The locomotive's disturbing current (Jp) must be minimized, adhering to ITU-T directives and limited to 5A outside substations, with tenderers providing compliance evidence through calculations and simulations.

3.1.17. Testing and Verification: Tenderers must propose and perform tests to verify compliance with psophometric current limits and EMC requirements under various operating conditions, with actual test results provided during acceptance.

3.1.18. Compliance with International Standards: Locomotive equipment must meet IEC 60571 and EN 50121-2 standards for EMC, ensuring electromagnetic and radio frequency emissions are within safe limits and do not interfere with TFR radio systems.

3.2. Locomotive Design and Purpose

- 3.2.1. Heavy Haul Freight Capability: The Respondent should have expertise in designing locomotive for heavy-haul operations, with high tractive effort and load-pulling capacity. This includes robustness in both structural and mechanical components to endure high-stress operations typical in general freight and heavy-haul scenarios.
- 3.2.2. Track Gauge Compatibility: The Respondent should have expertise in designing locomotives 1,067mm gauge, which requires suitable axle and bogie design to handle the weight and operational demands on narrow-gauge tracks, ensuring stability and durability.

3.3. Safety and Standards Compliance

- 3.3.1. International and Regional Standards: The Respondent should demonstrate experience with compliance to various international standards such as:
- SANS 3000 (1-4): Railway Safety Management.
 - EN 50121: Railway Applications - Electromagnetic Compatibility
 - EN 50155: Railway Applications - Rolling Stock - Electronic Equipment.
 - IEC 60571: Railway Applications - Electronic Equipment used on Rolling Stock.
 - IEC 61373: Railway Applications - Rolling Stock Equipment - Shock and Vibration Tests
 - EN 50126: Railway Applications - The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS).
 - IEC 61133: Railway applications – Rolling stock – Testing of rolling stock on completion of construction and before entry into service
 - ISO 9000 Series: Quality Management Principles.
 - Occupational Health And Safety Act: Statutes of The Republic Of South Africa Mines, Works And Factories
 - RT/TE/POL/0017: Rolling Stock Electrical Safety Instructions
 - South African Railway Safety Regulator (RSR) documents applicable in this specification are listed below:
 - National Railway Safety Regulator Act, no. 16 of 2002
 - New Works and Technology Developments: Minimum Submission Contents; Railway Safety Regulator document.

3.4. Dual Voltage Capability (25kV AC / 3kV DC)

- 3.4.1. The Respondent must demonstrate experience in seamless voltage transition: Designing dual-voltage systems capable of automatic or manual transitions between 25kV AC and 3kV DC, maintaining performance continuity and system integrity.
- 3.4.2. The Respondent must demonstrate experience in neutral sections and "on-the-fly" voltage changeover: Enabling locomotives to traverse neutral sections and AC-DC changeover yards at speeds up to 100 km/h without stopping.

- 3.4.3. The Respondent must demonstrate experience in voltage-specific protection systems: Designing high-voltage insulation, circuit protection, and surge arresters for both AC and DC voltages, safeguarding traction components and transformers from overvoltage and fault conditions.
- 3.4.4. The Respondent must demonstrate experience in power conversion adaptability: Developing advanced transformers and power converters for efficient voltage and current regulation between AC and DC, minimizing power loss and ensuring stable operations.
- 3.4.5. The Respondent must demonstrate a track record in dual-voltage systems: Delivering dual-voltage AC/DC locomotives with axle control, proven effective in similar operational environments.

3.5. Axle Control and Traction System

- 3.5.1. The Respondent must demonstrate experience in precision axle control: Designing axle control systems that dynamically adjust power distribution to individual axles, optimizing traction and adhesion based on load, speed, and environmental factors.
- 3.5.2. The Respondent must demonstrate experience in optimized traction control: Developing traction systems that regulate power across axles in real time to minimize energy waste and improve efficiency under varying loads and gradients.
- 3.5.3. The Respondent must demonstrate experience in integrated regenerative braking: Implementing regenerative braking for both 25kV AC and 3kV DC networks, using IGBT based technology for controlled energy recovery adaptable for grid return or auxiliary power use.
- 3.5.4. The Respondent must demonstrate experience in enhanced adhesion control: Designing advanced adhesion control systems to prevent wheel slip/slide under high-power demands or on slippery tracks, essential for axle-controlled systems.
- 3.5.5. The Respondent must demonstrate experience in comprehensive fault detection and protection: Implementing robust fault detection relays, emergency cut-off systems, and self-protection mechanisms in hardware and software to ensure safe operations during voltage transitions and power surges.
- 3.5.6. The Respondent must demonstrate experience in torsional vibration detection and management: Developing systems to detect and manage torsional vibrations in the drive train, employing sensors and algorithms to monitor and mitigate vibration-induced stresses, thereby enhancing drivetrain durability and operational stability.

3.6. Digital Connectivity and Distributed Control System (DCS)

- 3.6.1. The Respondent must demonstrate experience in advanced communication and diagnostics: Implementing digital communication systems to provide real-time data to central control, including location, speed, voltage, and diagnostics.

- 3.6.2. The Respondent must demonstrate experience in implementing Respondent transmission devices: Using wireless transmission devices compatible with 3G, LTE, 4G, and Wi-Fi (2.4 GHz and 5 GHz) technologies that are ICASA approved.
- 3.6.3. The Respondent must demonstrate experience in interoperability with train control systems: Ensuring the locomotive's control and diagnostics are compatible with centralized train control networks, allowing integration with infrastructure and supporting remote operations.
- 3.6.4. The Respondent must demonstrate experience in remote monitoring and control: Providing a DCS with real-time monitoring of systems such as traction, braking, and energy to support centralized operations.
- 3.6.5. The Respondent must demonstrate experience in fault tolerance and redundancy: Designing control systems with redundancy to maintain operation in case of system failures, minimizing downtime.
- 3.6.6. The Respondent must demonstrate experience in multiple-unit operation: Enabling control in MU mode with up to 8 electric and 6 diesel-electric locomotives, with seamless integration of both types.
- 3.6.7. The Respondent must demonstrate experience in operational scalability: Offering modular upgrades that allow adaptation to future requirements without significant redesign or downtime.
- 3.6.8. The Respondent must demonstrate experience in GPS integration: Equipping control systems with dedicated GPS for tracking date, time, coordinates, and speed.
- 3.6.9. The Respondent must demonstrate experience in AI-enhanced CCTV systems with advanced track inspection and obstacle detection:
- Integrating forward-facing CCTV with AI capabilities to inspect track conditions and detect obstacles in real time, with automatic alert generation to notify operators of potential hazards.
 - Full integration with the control system to log faults and send alert messages instantly, providing operators with detailed incident reports and visual feedback for rapid response.
 - Roof cameras for pantograph monitoring, capable of detecting anomalies and capturing pantograph positioning to support ongoing performance assessment and maintenance needs.
- 3.6.10. The Respondent must demonstrate experience in data recorder (black box) systems: Installing data recorders in open file formats, such as CSV, and compressed with open-source formats for compatibility and accessibility.
- 3.6.11. The Respondent must demonstrate experience in pantograph safety and compatibility: Integrating pantographs with automatic drop devices (ADD) for enhanced operational safety.
- 3.6.12. The Respondent must demonstrate experience in onboard safety and security systems: Implementing access control, intrusion prevention, and anti-vandalism technologies, along with in-cab panic buttons integrated with TFR's security systems.

3.6.13. The Respondent must demonstrate experience in providing software packages: Supplying software manuals with details on algorithms, architecture, resource utilization, and source code, allowing TFR to maintain and upload software independently.

3.6.14. The Respondent must demonstrate expertise in deploying and managing all locomotive software to TRANSNET's GIT platform: Organising, updating, and maintaining traceable records of changes for locomotive control system software, diagnostic and data analysis software, and their associated libraries.

3.6.15. The Respondent must demonstrate experience in compliance with cybersecurity standards: Implementing digital and communication systems that meet cybersecurity standards, ensuring data protection and operational safety.

3.7. Traction System and Transmission

3.7.1. The Respondent must demonstrate experience in transmission types: Designing both AC-DC-AC transmission for efficient power conversion and control, providing smooth power delivery and minimizing torque ripple under varying loads and speeds. Implementing DC-AC transmission for compatibility with DC supply systems, particularly in configurations using AC traction motors.

3.7.2. The Respondent must demonstrate experience in one inverter per axle: Using individual IGBT (Insulated Gate Bipolar Transistor) inverters for each axle, allowing independent traction control, improving power distribution and torque management, and enhancing fault tolerance by isolating inverter issues.

3.7.3. The Respondent must demonstrate experience in IGBT-controlled drives: Utilizing IGBT modules for high-efficiency AC-DC-AC and DC-AC conversion, achieving high-frequency switching for optimized power modulation, energy efficiency, and reduced thermal output.

3.8. Enhanced Adhesion Control

3.8.1. The Respondent must demonstrate experience in advanced wheel slip/slide detection: Implementing high-sensitivity sensors on each axle to monitor real-time wheel speed and detect slip. Utilizing real-time data analytics to compare axle speeds and immediately identify slip patterns. Setting adaptive slip-detection thresholds based on environmental factors like track conditions and load.

3.8.2. The Respondent must demonstrate experience in re-adhesion control using axle speed estimates: Developing axle speed estimation algorithms to distinguish between actual slip and natural speed variations. Using automatic traction adjustments to modulate torque on slipping axles, gradually reapplying power to maintain traction. Redistributing torque to axles with better grip, optimizing tractive effort and reducing further slip risks.

3.8.3. The Respondent must demonstrate experience in braking integration for slide control: Incorporating dynamic and regenerative braking within the adhesion system to apply precise braking force on sliding

wheels. Applying proportional braking to sliding axles selectively to restore traction without reducing locomotive speed significantly.

3.8.4. The Respondent must demonstrate experience in automatic adjustments based on track conditions: Adjusting the adhesion control system dynamically based on real-time track data, including wet, icy, or uneven conditions.

3.8.5. The Respondent must demonstrate experience in diagnostic feedback and operator display: Logging slip events, detailing axle speeds, torque, and braking force for diagnostics and tuning. Providing real-time feedback to operators on slip status, traction control actions, and re-adhesion progress.

3.9. Wheel Flange Lubricating systems

3.9.1. The Respondent must be familiar with wheel-rail lubricating or spraying systems.

3.10. Heavy-Duty Electric Motors and Axle Control

3.10.1. The Respondent must demonstrate experience in high-power AC traction motors: Designing motors that deliver high tractive effort across speed ranges with durability-focused insulation and cooling.

3.10.2. The Respondent must demonstrate experience in axle control for adhesion management: Implementing independent axle control to optimize traction, reduce slippage, and adjust power to individual axles in real time.

3.10.3. The Respondent must demonstrate experience in wear and tear monitoring: Providing systems to monitor traction motors and axle components for predictive maintenance, reducing unscheduled downtime.

3.11. Radio Distributed Power (RDP) Compatibility

3.11.1. The Respondent must demonstrate experience in seamless RDP integration: Supporting synchronized control across multiple locomotives for distributed power and braking, ensuring balanced tractive effort and braking response across long trains.

3.11.2. The Respondent must demonstrate experience in real-time monitoring and control: Enabling RDP systems to support real-time monitoring and adjustments of each locomotive's performance, allowing remote control of braking and traction functions to improve safety and efficiency.

3.12. Electronically Controlled Pneumatic (ECP) and Wire Distributed Power (WDP) System Integration

3.12.1. The Respondent must demonstrate experience in direct ECP/WDP compatibility: Integrating ECP or WDP systems for real-time, electronically controlled braking across the train, reducing stopping distances and brake wear while achieving consistent braking efforts across cars.

3.12.2. The Respondent must demonstrate experience in efficient power and braking management: Optimizing braking control for the entire consist, coordinating power and braking responses to reduce slack action and enhance safety, especially on long, heavy-haul routes.

3.12.3. The Respondent must demonstrate experience in safety and redundancy for ECP systems: Incorporating fail-safe modes and diagnostic indicators to manage ECP system failures, allowing continued operation or gradual deceleration if control is disrupted.

3.13. Documentation and Software Logic Transparency

3.13.1. The Respondent must demonstrate experience in providing comprehensive maintenance and user manuals: Delivering clear, English-language documentation for all locomotive components to facilitate user and maintenance accessibility.

3.13.2. The Respondent must demonstrate experience in providing detailed software logic manuals for the locomotive control system: Supplying extensive documentation that describes the control system's logic, with no hidden functions, ensuring transparent operation and ease of maintenance.

3.13.3. The Respondent must demonstrate experience in high-level descriptions of traction control systems: Offering a comprehensive overview of the traction control system's functionality, with clear descriptions of its operational logic and adjustment mechanisms.

3.13.4. The Respondent must demonstrate experience in providing fault logging and comprehensive diagnostics: Ensuring all causes of inoperability are logged with explanations in comprehensive fault-finding manuals, supporting effective diagnostics and minimizing system downtime.

3.13.5. The Respondent must demonstrate experience in providing all technical drawings and documentation required to effect the repairs/manufacture as well as ordinary maintenance of the locomotive components and subsystems to Transnet.

3.14. Spares and Obsolescence Management

3.14.1. The Respondent must demonstrate experience in ensuring a reliable supply of spares: Guaranteeing the availability of spare parts for the entire lifespan of the locomotive, ensuring continuous operational support without interruption.

3.14.2. The Respondent must demonstrate experience in supporting long-term locomotive part supply: Successfully providing locomotive parts for similar projects over extended lifespans, ensuring consistent support through established supply channels.

3.14.3. The Respondent must demonstrate experience in implementing an effective obsolescence management program: Developing and maintaining a robust program for managing obsolescence, covering electrical components, electronic cards, complex parts, and mechanical components.

3.14.4. The Respondent must demonstrate experience in evaluating and managing component obsolescence: Having a proven process for assessing and minimizing the impact of component or system obsolescence, ensuring project continuity with minimal risk.

3.14.5. The Respondent must demonstrate experience in compliance with obsolescence standards: Applying best practices outlined in the European standard IEC 62402:2019 - Obsolescence management.

3.15. Training

3.15.1. Where necessary, personnel training shall be provided for maintenance and other tasks.

3.15.2. Regardless of whether the repair is work performed at Transnet's or the bidder's facilities, the bidder shall provide maintenance training and detailed documentation to nominated Transnet employees.

3.16. Project and After-Sales Support

3.16.1. Comprehensive After-Sales Service: The Respondent should offer dedicated after-sales support, including training for maintenance crews, regular software updates, and technical support for both AC and DC systems.

3.16.2. Spare Parts and Training Programs: Access to critical spare parts and specialized training programs for axle control, dual-voltage management, and traction system maintenance should be provided to ensure continuous operational support.

3.16.3. Flexible Service Agreements: Service agreements should be flexible to adapt to the operator's needs, with options for full-service contracts, periodic maintenance, and on-demand support for specific voltage systems or control issues.

3.17. Maintenance and Reliability

3.17.1. Modular Design for Easy Maintenance: Modular inverter and traction components allow for simplified maintenance and quick replacement of parts, critical for high-reliability heavy-haul operations.

3.17.2. Predictive and Remote Diagnostics: The Respondent should equip the locomotive with remote diagnostics that provide real-time data and predictive analytics for components like inverters, traction motors, and axle systems, minimizing operational disruptions.

3.17.3. Service Agreements and Support: The Respondent should provide comprehensive after-sales support, including spare parts availability and training for technical crews, to maintain reliability in heavy-haul service

3.17.4. Inherent Fleet defects: Respondent should be able and familiar with the handling of inherent defects during the predetermined period of own systems as well as follow up to the implementation of the countermeasures or remedial solutions to that particular defect/s.

3.18. Reliability and Maintainability

3.18.1. Durable Component Selection: All components, including transformers, converters, and traction motors, should be designed for durability, with a proven track record of reliability under both AC and DC conditions.

3.18.2. Predictive Maintenance and Remote Diagnostics: The Respondent should provide a comprehensive diagnostics suite to allow operators to monitor locomotive health in real time. This should include predictive maintenance tools to identify potential issues before they impact performance.

3.18.3. Documentation and Maintenance Plans: Detailed manuals and maintenance schedules should be provided, including voltage-specific guidelines to simplify maintenance and optimize the locomotive's operational lifecycle. Respondent should be familiar with Interactive Electronic Manual (IEM) configuration systems.

3.19. Experience and Proven Capabilities

3.19.1. Case Studies and References: Documented examples of successful deployments with similar specifications and operational challenges shall be used to confirm the Respondent's capability and reliability in dual-voltage operations.

3.20. Locomotive characteristics

3.20.1. Traction and braking effort

Class	20E	21E	22E
Traction power (continuous at the rim of wheel):	3000kW	3000kW	4500kW
Startup tractive effort:	320kN	380kN	480kN
Continuous tractive effort:	270kN	311kN	405kN
Range of tractive constant power:	40~100km/h	34-100km/h	40-100km/h
Maximum regenerative braking effort:	200kN	240kN	300kN
Maximum resistance braking effort:	200kN	240kN	300kN
Electric braking power (at the rim of wheel):	3000 kW	3000kW	4500kW
Range of Electrical braking constant power (Regen/Rheo):	> 54km/h	> 45km/h	> 54km/h

The Respondent should be familiar with individual notch characteristic curves from 0-100% notch, in both braking and traction.

3.21. GOVERNANCE, QUALITY AND PERFORMANCE MANAGEMENT

3.21.1. The respondent is requested to demonstrate that they have the processes, procedures, resources, etc. necessary to complete the repairs by detailing a Quality Management Plan that will consider the arrangements over the whole repair and supply of spares contract life. The Quality Plan must be

submitted to Transnet Freight Rail Quality Compliance for review and approval prior to any repairs being performed.

3.21.2. As a minimum the Management Plan shall include:

- structure and company relationships to put in place on the commencement of the repair contract to ensure that the respondent can operate efficiently;
- the structure of the contract management and management teams and organisation charts;
- full resource plans including roles and responsibilities and accountability, clearly showing how lines of responsibility are arranged to ensure continuing delivery and optimisation of the required outputs;
- how the performance and work output will be managed at each depot by the repair teams;
- spares supply and supply-chain management process;
- proposals for the management of interfaces with stakeholders;
- proposals for effective contract management and reporting;
- third party relationship management proposals;
- management tools used for process planning and control;
- method of identifying and developing processes to manage interfaces;
- risk assessment of the overall offering
- application of quality assurance;
- application of a process quality management system;

Note: Rather than providing large standard corporate manuals alone, the Respondents are requested to demonstrate how they would use such manuals to meet the project requirements

3.21.3. The Quality Control Plan:

- Shall list all quality-related events, tests, measurements, inspections and documentation relevant to quality for each state of the repair process, as per the Production Plan.
- TRANSNET reserves the right to witness such listed items on the Quality Plan.
- The Quality Plan shall incorporate stipulations and adherence that only the correct and acceptable products, materials, equipment and free material as defined are used or installed.
- The Quality Plan shall incorporate stipulations and adherence that products, materials and equipment which do not conform to specify requirements are prevented from inadvertent use or installation; and measures to prevent the occurrence of non-conformity.
- The Contractor and its Sub-Contractors shall use ISO 9001: 2015 as a basis for their Quality Management System or the latest version if applicable.
- Transnet Freight Rail will appoint a Management Representative to perform an audit/ surveillance/ inspection function at the Contractor's or sub-contractor's workplace. The Management Representative shall have the right of access at any time and at any stage of the process to any premises where work for the contract is performed.

3.22. RESPONDENT QUALIFICATIONS AND CAPABILITIES

- 3.22.1. Respondent shall be reputable manufacturers and suppliers of rolling stock equipment, with field experience in a rolling stock environment.
- 3.22.2. The Respondent must demonstrate experience in the design and manufacturing of electrical, electronic, and electric propulsion systems: Possessing advanced testing capacity and capability for system validation. Respondent shall submit a list of equipment which they have supplied to the rolling stock industry, or of which they have intimate design knowledge. The list shall include:
- Customer
 - Type of rolling stock
 - Quantities fitted
 - Descriptions
 - Service experience
- 3.22.3. The Respondent must demonstrate experience in establishing facilities for the design and manufacturing of electric/electronic propulsion systems: Operating fully equipped, in-house facilities that support these functions. Should have appropriately equipped facilities for research and design (R&D). Supply detail as evidence confirming the following.
- 3.22.4. The Respondent must demonstrate experience in engineering design capacity and capability: having in-house capabilities to redesign and supply their own systems for electric locomotives, with documented examples of past projects.
- Proven track record of upgrading/retrofitting own Electrical, Electronic System and electric propulsion systems subsystems for the AC/DC electric locomotives in accordance with International Electrotechnical Commission (IEC) Railway specifications.
 - Any relationships with other locomotive Respondents with regards to either complete locomotive manufacturing or manufacturing of locomotive Electrical, Electronic System and electric propulsion systems to locomotive Respondents. Respondent must be versatile with other different Respondent.
 - The Respondent must be well acquainted with the processes of Conceptual design reviews and Detailed design reviews.
- 3.22.5. The Respondent must demonstrate experience in maintaining engineering capacity: Employing a skilled team of systems engineers, engineering specialists, and technicians.
- 3.22.6. The Respondent must demonstrate experience in quality management systems: Holding ISO 9001:2015 certification (or the latest version) as a foundation for their Quality Management System, or alternatively, a formal Quality Management Policy, with proof of compliance.
- 3.22.7. The Respondent must demonstrate experience in project management: Showcasing proven project management capabilities with evidence of successful delivery of similar locomotive system design and manufacturing projects.

3.22.8. The Respondent must demonstrate experience in procurement and logistics: Demonstrating a reliable capability to procure, store, and manage materials, parts, and components necessary for manufacturing subsystems and components.

Note: The extent to which you are able to provide all or any of the Technical Criteria indicated above will not necessarily penalise you from further participation in an RFP process. Responses to this RFI will permit Transnet to consider and formulate various options in terms of the proposed allocation of its supply requirements and/or allied Services.

4. FINANCIAL REQUIREMENTS FOR FUTURE AWARD OF BUSINESS

In the event of a RFP following this RFI process, it will be a condition precedent prior to the award of business in terms of that RFP that the successful Respondent demonstrates its ability to fund Transnet's requirements.

5. TEST FOR ADMINISTRATIVE RESPONSIVENESS

The test for administrative responsiveness will include the following:

Administrative responsiveness check	
•	Whether the Bid has been lodged on time
•	Whether all Returnable Documents and/or schedules [where applicable] were completed and returned by the closing date and time
•	Verify the validity of all returnable documents
•	Verify if the Bid document has been duly signed by the authorised respondent

SECTION 5: EXPRESSION OF INTEREST

I/We _____

[name of company, close corporation or partnership]

of [full address] _____

carrying on business under style or title of [trading as]

represented by _____

in my capacity as _____

being duly authorised, hereby lodge an **Expression of Interest** in the provision of recovery, upgrade, and long-term support of the Class 20E, 21E, and 22E locomotive fleet over an agreed period, as follows:

ADDRESS FOR NOTICES

Respondent to indicate its *domicilium citandi et executandi* hereunder:

Name of entity: _____

Facsimile: _____

Address: _____

NAME(s) AND ADDRESS / ADDRESSES OF DIRECTOR(s) OR MEMBER(s)

The Respondent must disclose hereunder the full name(s) and address(s) of the director(s) or members of the company or close corporation [C.C.] on whose behalf the RFI is submitted.

(i) Registration number of company / C.C.

(ii) Registered name of company / C.C.

(iii) Full name(s) of director/member(s): Address/Addresses: ID Number/s:

.....

.....

.....

.....

.....

.....

Respondent's Signature

Date and Company Stamp

RETURNABLE DOCUMENTS

*Respondents must submit with their responses to this RFI, **as a minimum requirement**, all the returnable documents indicated below with a [✓]. All Sections must be signed and dated by the Respondent.*

Minimum Requirements - Returnable Documents	Submitted [✓]
SECTION 1: SBD1 FORM	
SECTION 2: Notice to Respondents	
SECTION 3: RFI Scope of Requirements	
SECTION 4: Transnet's RFI Information	
SECTION 5: Expression of Interest	
Technical Submission	
Valid proof of Respondent's compliance to B-BBEE requirements (Valid B-BBEE certificate or Sworn Affidavit) stipulated in Section 7 of this RFI	
In the case of Joint Ventures, a copy of the Joint Venture Agreement or written confirmation of the intention to enter into a Joint Venture Agreement	
SECTION 6: Certificate Of Acquaintance with RFI, Terms & Conditions & Applicable Documents	
SECTION 7: B-BBEE Preference Claim Form	
SECTION 9: SBD 4 - Bidder's Disclosure	
SECTION 10: Protection of Personal Information	

CONTINUED VALIDITY OF RETURNABLE DOCUMENTS

The Respondent will be required to ensure the validity of all returnable documents, including but not limited to its valid proof of B-BBEE status, for the duration of this RFI/EOI process.

SIGNED at _____ on this _____ day of _____ 20____

SIGNATURE OF WITNESSES

ADDRESS OF WITNESSES

1 _____

Name _____

2 _____

Name _____

SIGNATURE OF RESPONDENT'S AUTHORISED REPRESENTATIVE: _____

NAME: _____

DESIGNATION: _____

Respondent's Signature

Date and Company Stamp

SECTION 6: CERTIFICATE OF ACQUAINTANCE WITH RFI, TERMS & CONDITIONS & APPLICABLE DOCUMENTS

By signing these RFI documents, the Respondent is deemed to acknowledge that he/she has made himself/herself thoroughly familiar with all the conditions governing this RFI, including those contained in any printed form stated to form part hereof including but not limited to the documents stated below. Transnet SOC Ltd will recognise no claim for relief based on an allegation that the Respondent overlooked any such term or condition.

1	Transnet's General Bid Conditions – Annexure A
2	Transnet's Supplier Integrity Pact – Annexure B
3	Non-disclosure Agreement- Annexure C
4	Specifications and drawings attached to this RFI – Annexure D

Should the Bidder find any terms or conditions stipulated in any of the relevant documents quoted in this RFI/EOI unacceptable, it should indicate which conditions are unacceptable and offer alternatives by written submission on its company letterhead, attached to its submitted Bid. Any such submission shall be subject to review by Transnet's Legal Counsel who shall determine whether the proposed alternative(s) are acceptable or otherwise, as the case may be. A material deviation from any term or condition may result in disqualification.

Bidders accept that an obligation rests on them to clarify any uncertainties regarding any bid to which they intend to respond on, before submitting the bid. The Bidder agrees that he/she will have no claim or cause of action based on an allegation that any aspect of this RFI/EOI was unclear but in respect of which he/she failed to obtain clarity.

The bidder understands that his/her Bid will be disqualified if the Certificate of Acquaintance with RFI documents included in the RFI/EOI as a returnable document, is found not to be true and complete in every respect.

SIGNED at _____ on this _____ day of _____ 20____

SIGNATURE OF WITNESSES

ADDRESS OF WITNESSES

1 _____

Name _____

2 _____

Name _____

SIGNATURE OF RESPONDENT'S AUTHORISED REPRESENTATIVE: _____

NAME: _____

DESIGNATION: _____

Respondent's Signature

Date and Company Stamp

SECTION 7: B-BBEE PREFERENCE POINTS CLAIM FORM

This preference form must form part of all bids invited. It contains general information and serves as a claim for preference points for Broad-Based Black Economic Empowerment [**B-BBEE**] Status Level of Contribution.

NB: BEFORE COMPLETING THIS FORM, BIDDERS MUST STUDY THE GENERAL CONDITIONS, DEFINITIONS AND DIRECTIVES APPLICABLE IN RESPECT OF B-BBEE, AS PRESCRIBED IN THE PREFERENTIAL PROCUREMENT REGULATIONS, 2022.

1. GENERAL CONDITIONS

- 1.1 The following preference point systems are applicable to all bids:
- the 80/20 system for requirements with a Rand value of up to R50 000 000 (all applicable taxes included); and
 - the 90/10 system for requirements with a Rand value above R50 000 000 (all applicable taxes included).
- 1.2 Respondent to submit a B-BBEE Verification Certificate from a Verification Agency accredited by the South African Accreditation System [**SANAS**], or a sworn affidavit confirming annual turnover and level of black ownership in case of all EMEs and QSEs with 51% black ownership or more together with the bid.
- 1.3 The purchaser reserves the right to require of a bidder, at any time subsequently, to substantiate any claim in regard to preferences, in any manner required by the purchaser.

2. DEFINITIONS

- (a) **"All applicable taxes"** includes value-added tax, pay as you earn, income tax, unemployment insurance fund contributions and skills development levies;
- (b) **"B-BBEE"** means broad-based black economic empowerment as defined in section 1 of the Broad-Based Black Economic Empowerment Act;
- (c) **"B-BBEE status level of contributor"** means the B-BBEE status received by a measured entity based on its overall performance using the relevant scorecard contained in the Codes of Good Practice on Black Economic Empowerment, issued in terms of section 9(1) of the Broad-Based Black Economic Empowerment Act;
- (d) **"bid"** means a written offer in a prescribed or stipulated form in response to an invitation by an organ of state for the supply/provision of services, works or goods, through price quotations, advertised competitive bidding processes or proposals;
- (e) **"Broad-Based Black Economic Empowerment Act"** means the Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003);
- (f) **"EME"** means an Exempted Micro Enterprise as defines by Codes of Good Practice under section 9 (1) of the Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003);
- (g) **"functionality"** means the ability of a bidder to provide goods or services in accordance with specification as set out in the bid documents
- (h) **"Price"** includes all applicable taxes less all unconditional discounts.
- (i) **"Proof of B-BBEE Status Level of Contributor"**
 - i) the B-BBEE status level certificate issued by an authorised body or person;
 - ii) a sworn affidavit as prescribed by the B-BBEE Codes of Good Practice; or
 - iii) any other requirement prescribed in terms of the B-BBEE Act.
- (j) **"QSE"** means a Qualifying Small EEnterprise as defines by Codes of Good Practice under section 9 (1) of

Respondent's Signature

Date and Company Stamp

the Broad-Based Black Economic Empowerment Act, 2003 (Act No. 53 of 2003);

- (k) **"Rand value"** means the total estimated value of a contract in South African currency, calculated at the time of bid invitations, and includes all applicable taxes and excise duties.

- 2.1 A trust, consortium or joint venture (including unincorporated consortia and joint ventures) must submit a consolidated B-BBEE Status Level verification certificate for every separate bid.
- 2.2 Tertiary Institutions and Public Entities will be required to submit their B-BBEE status level certificates in terms of the specialized scorecard contained in the B-BBEE Codes of Good Practice.
- 2.3 Bidders are to note that the rules pertaining to B-BBEE verification and other B-BBEE requirements may be changed from time to time by regulatory bodies such as National Treasury or the DTI. It is the Bidder's responsibility to ensure that his/her bid complies fully with all B-BBEE requirements at the time of the submission of the bid.

3. SUB-CONTRACTING

- 3.1 Will any portion of the contract be sub-contracted?

(*Tick applicable box*)

YES		NO	
-----	--	----	--

- 3.1.1 If yes, indicate:

- i) What percentage of the contract will be subcontracted.....%
- ii) The name of the sub-contractor.....
- iii) The B-BBEE status level of the sub-contractor.....
- iv) Whether the sub-contractor is an EME.

(*Tick applicable box*)

YES		NO	
-----	--	----	--

- v) Specify, by ticking the appropriate box, if subcontracting with any of the enterprises below:

Designated Group: An EME or QSE which is at least 51% owned by:	EME ✓	QSE ✓
Black people		
Black people who are youth		
Black people who are women		
Black people with disabilities		
Black people living in rural or underdeveloped areas or townships		
Cooperative owned by black people		
Black people who are military veterans		
OR		
Any EME		
Any QSE		

4. DECLARATION WITH REGARD TO COMPANY/FIRM

- 4.1 Name of company/firm:.....
- 4.2 VAT registration number:.....
- 4.3 Company registration number:.....
- 4.4 TYPE OF COMPANY/ FIRM
- ☐ Partnership/Joint Venture / Consortium
 - ☐ One person business/sole propriety
 - ☐ Close corporation
 - ☐ Company
 - ☐ (Pty) Limited

[TICK APPLICABLE BOX]

4.5 DESCRIBE PRINCIPAL BUSINESS ACTIVITIES

.....

.....

4.6 COMPANY CLASSIFICATION

- ☐ Manufacturer
- ☐ Supplier
- ☐ Professional service provider
- ☐ Other service providers, e.g. transporter, etc.

[TICK APPLICABLE BOX]

4.7 Total number of years the company/firm has been in business:.....

4.8 I/we, the undersigned, who is / are duly authorised to do so on behalf of the company/firm, certify that the points claimed, based on the B-BBE status level of contribution indicated in paragraph 6.1 of the foregoing certificate, qualifies the company/ firm for the preference(s) shown and I / we acknowledge that:

- i) The information furnished is true and correct;
- ii) The preference points claimed are in accordance with the General Conditions as indicated in paragraph 1 of this form;
- iii) In the event of a contract being awarded as a result of points claimed as shown in paragraph 7, the contractor may be required to furnish documentary proof to the satisfaction of the purchaser that the claims are correct;
- iv) If a bidder submitted false information regarding its B-BBEE status level of contributor, or any other matter required in terms of the Preferential Procurement Regulations, 2022 which will affect or has affected the evaluation of a bid, the purchaser may, in addition to any other remedy it may have
 - (a) disqualify the person from the bidding process;
 - (b) recover costs, losses or damages it has incurred or suffered as a result of that person's conduct;
 - (c) cancel the contract and claim any damages which it has suffered as a result of having to make less favourable arrangements due to such cancellation;
 - (d) if the successful bidder subcontracted a portion of the bid to another person without disclosing it, Transnet reserves the right to penalise the bidder up to 10 percent of the value of the contract;
 - (e) recommend that the bidder or contractor, its shareholders and directors, or only the shareholders and directors who acted on a fraudulent basis, be restricted by the National Treasury from obtaining business from any organ of state for a period not exceeding 10 years, after the audi alteram partem (hear the other side) rule has been applied; and
 - (f) forward the matter for criminal prosecution.

WITNESSES

1.
2.

SIGNATURE(S) OF BIDDERS(S)

DATE:

ADDRESS.....

SECTION 8: RFI CLARIFICATION REQUEST FORM

RFI No: HOAC-HO-49860

Deadline for RFI clarification submissions: Before **12:00 pm on** 20 March 2025

TO: Transnet SOC Ltd
ATTENTION: Buyisiwe Hlatshwayo
EMAIL: buyisiwe.hlatshwayo@trananset.net
DATE:
FROM:

RFI Clarification No *[to be inserted by Transnet]*

REQUEST FOR RFI CLARIFICATION:

.....
.....
.....
.....
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.....

SECTION 9: SBD 4 - BIDDER'S DISCLOSURE

1 PURPOSE OF THE FORM

- 1.1 Any person (natural or juristic) may make an offer or offers in terms of this invitation to bid. In line with the principles of transparency, accountability, impartiality, and ethics as enshrined in the Constitution of the Republic of South Africa and further expressed in various pieces of legislation, it is required for the bidder to make this declaration in respect of the details required hereunder.
- 1.2 Where a person/s are listed in the Register for Tender Defaulters and / or the List of Restricted Suppliers, that person will automatically be disqualified from the bid process.

2 Bidder's declaration

- 2.1 Is the bidder, or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest¹ in the enterprise, employed by the state? **YES/NO**
- 2.1.1. If so, furnish particulars of the names, individual identity numbers, and, if applicable, state employee numbers of sole proprietor/ directors / trustees / shareholders / members/ partners or any person having a controlling interest in the enterprise, in table below.

Full Name	Identity Number	Name of State institution

- 2.2 Do you, or any person connected with the bidder, have a relationship with any person who is employed by the procuring institution? **YES/NO**

- 2.2.1. If so, furnish particulars:

.....

¹ the power, by one person or a group of persons holding the majority of the equity of an enterprise, alternatively, the person/s having the deciding vote or power to influence or to direct the course and decisions of the enterprise.

Respondent's Signature

Date and Company Stamp

-
- 2.3 Does the bidder or any of its directors / trustees / shareholders / members / partners or any person having a controlling interest in the enterprise have any interest in any other related enterprise whether or not they are bidding for this contract?

YES/NO

- 2.3.1. If so, furnish particulars:
-
-

3 DECLARATION

I, the undersigned, (name)..... in submitting the accompanying bid, do hereby make the following statements that I certify to be true and complete in every respect:

- 3.1 I have read and I understand the contents of this disclosure;
- 3.2 I understand that the accompanying bid will be disqualified if this disclosure is found not to be true and complete in every respect;
- 3.3 The bidder has arrived at the accompanying bid independently from, and without consultation, communication, agreement or arrangement with any competitor. However, communication between partners in a joint venture or consortium² will not be construed as collusive bidding.
- 3.4 In addition, there have been no consultations, communications, agreements or arrangements with any competitor regarding the quality, quantity, specifications, prices, including methods, factors or formulas used to calculate prices, market allocation, the intention or decision to submit or not to submit the bid, bidding with the intention not to win the bid and conditions or delivery particulars of the products or services to which this bid invitation relates.
- 3.5 The terms of the accompanying bid have not been, and will not be, disclosed by the bidder, directly or indirectly, to any competitor, prior to the date and time of the official bid opening or of the awarding of the contract.
- 3.6 There have been no consultations, communications, agreements or arrangements made by the bidder with any official of the procuring institution in relation to this procurement process prior to and during the bidding process except to provide clarification on the bid submitted where so required by the institution; and the bidder was not involved in the drafting of the specifications or terms of reference for this bid.
- 3.7 I am aware that, in addition and without prejudice to any other remedy provided to combat any restrictive practices related to bids and contracts, bids that are suspicious will be reported to the Competition Commission for investigation and possible imposition of administrative penalties in terms of section 59

² Joint venture or Consortium means an association of persons for the purpose of combining their expertise, property, capital, efforts, skill and knowledge in an activity for the execution of a contract.

of the Competition Act No 89 of 1998 and or may be reported to the National Prosecuting Authority (NPA) for criminal investigation and or may be restricted from conducting business with the public sector for a period not exceeding ten (10) years in terms of the Prevention and Combating of Corrupt Activities Act No 12 of 2004 or any other applicable legislation.

I CERTIFY THAT THE INFORMATION FURNISHED IN PARAGRAPHS 1, 2 and 3 ABOVE IS CORRECT.

I ACCEPT THAT THE STATE MAY REJECT THE BID OR ACT AGAINST ME IN TERMS OF PARAGRAPH 6 OF PFMA SCM INSTRUCTION 03 OF 2021/22 ON PREVENTING AND COMBATING ABUSE IN THE SUPPLY CHAIN MANAGEMENT SYSTEM SHOULD THIS DECLARATION PROVE TO BE FALSE.

Respondent's Signature

Date and Company Stamp

SECTION 10: PROTECTION OF PERSONAL INFORMATION

1. The following terms shall bear the same meaning as contemplated in Section 1 of the Protection of Person information act, No.4 of 2013. ("POPIA"):

consent; data subject; electronic communication; information officer; operator; person; personal information; processing; record; Regulator; responsible party; special information; as well as any terms derived from these terms.
2. Transnet will process all information by the Respondent in terms of the requirements contemplated in Section 4(1) of the POPIA:

Accountability; Processing limitation; Purpose specification; Further processing limitation; Information quality; Openness; Security safeguards and Data subject participation.
3. The Parties acknowledge and agree that, in relation to personal information that will be processed pursuant to this RFI, the Responsible party is "Transnet," and the Data subject is the "Respondent." Transnet will process personal information only with the knowledge and authorisation of the Respondent and will treat personal information which comes to its knowledge as confidential and will not disclose it, unless so required by law or subject to the exceptions contained in the POPIA.
4. Transnet reserves all the rights afforded to it by the POPIA in the processing of any of its information as contained in this RFI and the Respondent is required to comply with all prescripts as detailed in the POPIA relating to all information concerning Transnet.
5. In responding to this bid, Transnet acknowledges that it will obtain and have access to personal information of the Respondent. Transnet agrees that it shall only process the information disclosed by Respondent in their response to this bid for the purpose of evaluating and subsequent award of business and in accordance with any applicable law.
6. Transnet further agrees that in submitting any information or documentation requested in this RFI, the Respondent is consenting to the further processing of their personal information for the purpose of, but not limited to, risk assessment, assurances, contract award, contract management, auditing, legal opinions/litigations, investigations (if applicable), document storage for the legislatively required period, destruction, de-identification and publishing of personal information by Transnet and/or its authorised appointed third parties.
7. Furthermore, Transnet will not otherwise modify, amend, or alter any personal data submitted by the Respondent or disclose or permit the disclosure of any personal data to any third party without the prior written consent from the Respondent. Similarly, Transnet requires the Respondent to process any personal information disclosed by Transnet in the bidding process in the same manner.
8. Transnet shall, at all times, ensure compliance with any applicable laws put in place and maintain sufficient measures, policies and systems to manage and secure against all forms of risks to any information that may be shared or accessed pursuant to this RFI (physically, through a computer or any other form of electronic communication).

 Respondent's Signature

 Date and Company Stamp

9. Transnet shall notify the Respondent in writing of any unauthorised access to information, cybercrimes or suspected cybercrimes, in its knowledge and report such crimes or suspected crimes to the relevant authorities in accordance with applicable laws, after becoming aware of such crimes or suspected crime. The Respondent must take all necessary remedial steps to mitigate the extent of the loss or compromise of personal information and to restore the integrity of the affected personal information as quickly as is possible.
10. The Respondent may, in writing, request Transnet to confirm and/or make available any personal information in its possession in relation to the Respondent and if such personal information has been accessed by third parties and the identity thereof in terms of the POPIA. The Respondent may further request that Transnet correct (excluding critical/mandatory or evaluation information), delete, destroy, withdraw consent or object to the processing of any personal information relating to the Respondent in Transnet's possession in terms of the provision of the POPIA and utilizing Form 2 of the POPIA Regulations.
11. In submitting any information or documentation requested in this RFI, the Respondent is hereby consenting to the processing of their personal information for the purpose of this RFI and further confirming that they are aware of their rights in terms of Section 5 of POPIA

Respondents are required to provide consent below:

YES		NO	
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12. Further, the Respondent declares that they have obtained all consents pertaining to other data subject's personal information included in its submission and thereby indemnifying Transnet against any civil or criminal action, administrative fines or other penalty or loss that may arise as a result of the processing of any personal information that the Respondent submitted.
13. The Respondent declares that the personal information submitted for the purpose of this RFI is complete, accurate, not misleading, is up to date and may be updated where applicable.

Signature of Respondent's authorised representative: _____

Should a Respondent have any complaints or objections to processing of its personal information, by Transnet, the Respondent can submit a complaint to the Information Regulator on <https://www.justice.gov.za/inforeg/>, click on contact us, click on complaints.IR@justice.gov.za