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| **Clarification Request:** | **TFR Clarifications:** |
| 1. Technical Questions & Information Sharing   I. We understand that during the open tender process, information was shared with the Step-in OEM, including details on the condition of the locomotives and modifications performed by Transnet.   * Will this information be made available to all bidders to ensure a fair and transparent bidding process? | The previous tender as referred to was “**To find alternative original equipment manufacturer(s) (OEM) to support the return to service of the estimated 160 long-standing locomotives and the supply of components for the 20E, 21E and 22E fleets”** and all participants were afforded onsite inspections, whereas the current RFI is **“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 current amended RFI is separate from previous tenders.  This RFI shall be proceeded by RFP whereby onsite inspections shall be afforded to all and necessary information provided to all participants when required and at the appropriate stage of the RFP. At this stage no inspection or documentation is necessary. |
| 1. Scope of the RFI & Conflict of Requirements   2 The RFI calls for a supplier to take over the maintenance of the fleet.  3. However, the clarification from the briefing session suggested that component suppliers may respond to a specific portion of the RFI.   * Would this not create a conflict with the original RFI, which calls for the maintenance of the entire fleet? | No conflict between original and current RFI, the clauses as in 2.3 remained as the applicable requirements. |
| 1. Locomotive Inspection & Fair Bidding Process   4. Will bidders be allowed to inspect the locomotives before submission?   * Considering that the RFI requests the return of standing locomotives to service, responding accurately without an inspection would be difficult. * Additionally, in the previous tender, bidders were allowed to inspect the locomotives. Would denying this now not create a disadvantage for those who did not have prior access? | Inspections not relevant at this stage of the amended RFI, however inspections will be allowed during the subsequent RFP stage. |
| 1. Utilization of Transnet Facilities & Labor Considerations   5. If an agreement is reached with Transnet Engineering to utilize their facilities:   * Will bidders' staff be allowed to physically work on the locomotives despite labor union concerns regarding private contractors? * Will Transnet provide office space and utilities to bidders' staff at the various sites? | Respondent shall have their own agreement with Transnet Facility Owner if they require to do so. This is not part of the RFI Process. |
| 1. Definition of Long-Term Service Provision   6. The RFI refers to a long-term service provision—   * Could you clarify what is meant by "long-term"? * For example, does this refer to the remaining life cycle of the locomotives? | The short-to-medium term and long-term phased approaches are adequately described in this  RFI (***Annexure F RFI Class 20E 21E and 22E Locomotive Fleet Recovery and Upgrade Amended)***clauses 5.2, 5.2.1 and 5.2.2 |
| 1. OEM Requirements & Role of Integrators   7. Is there an expectation that all bidders must be an OEM or partner with an existing OEM?   * Alternatively, can a bidder act as an integrator, sourcing components from various OEMs while managing the integration process? | Refer to definitions of "**respondent**" on the amended RFI (***Annexure F RFI Class 20E 21E and 22E Locomotive Fleet Recovery and Upgrade Amended)*** page 11 |
| 1. Localization & Compliance with DTI Regulations   8. Will bidders be required to localize all components in compliance with the DTI's list of locally sourced components? | Some of the rolling stock and associated spares are designated, the respective percentages will be confirmed with DTI during the RFP demand stage however that requirement will not be enforced now at the RFI stage. |
| 1. RSR Certification & Feasibility of Pre-Approval   9. To our knowledge, RSR certification for any modification is only issued after the modification has been reviewed and approved by the RSR.   * Since an RSR certificate cannot be obtained upfront, please clarify how bidders should proceed. * Furthermore, for any modifications, prototype development and type testing must be conducted before an RSR No Objection Certificate (NOC) is granted. Please confirm how this will be accommodated in the RFI process. | The Respondent should demonstrate experience with compliance to various international standards RSR being one off. |
| 1. International Experience & Acceptance of Non-RSR Certifications   10. If an entity has performed work in a country without an equivalent RSR regulatory body,   * Will evidence of this work be accepted as proof of the bidder's capability to perform the required work? | The Respondent should demonstrate experience with compliance to various international standards RSR being one off. |
| 1. Minimum Qualifying Threshold & Assessment Criteria   Il. The original RFI had extensive technical requirements with an 80% minimum threshold.  However, in the amended RFI, the 80% threshold was removed.  What is the new minimum qualifying threshold for bidders to progress to the next stage?  What assessment criteria will now be used to evaluate bidders? | Refer to RFI (***Annexure F RFI Class 20E 21E and 22E Locomotive Fleet Recovery and Upgrade Amended)*** clause 5.2.3 for screening and evaluation |
| 1. Pricing Request in an RFI Process   12. As this is an RFI and not an RFQ, could you clarify why pricing information is being requested? | This is RFI, no pricing requirements |
| 1. Request for an Extension   13. Given the technical complexity of this submission, we kindly request an extension of the closing date to allow sufficient time to prepare a comprehensive and competitive submission | Already extended from 27 February 2025 to 27 March 2025 |