

Transnet Freight Rail

an Operating Division of **TRANSNET SOC LTD**

[hereinafter referred to as **Transnet**]

[Registration No. 1990/000900/30]

REQUEST FOR INFORMATION [RFI]

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: 16 JANUARY 2025

BRIEFING SESSION: 29 JANUARY 2025 (MICROSOFT TEAMS) 11:00am

CLOSING DATE: 27 FEBRUARY 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:	16 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://transnetenders.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) On 29 01 2025 at 11:00am</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>

Respondent's Signature

Date and Company Stamp

CLOSING DATE	<p>11:00 am on Thursday, 27 February 2025</p> <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

- 3.1 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

- 5.1 All returnable documents listed in the expression of interest [section 5] in this RFI must be returned with your submission.
- 5.2 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

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

- 7.1 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 February 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.
- 7.2 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.
- 7.3 Respondents are to note that changes to its submission will not be considered after the closing date.
- 7.4 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.
- 7.5 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

- 9.1 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.
- 9.2 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.
- 9.3 As this is a Request for Information only, no business will be awarded through this process.

10 DISCLAIMERS

10.1 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 issue a follow up RFP nor invite RFI respondents for further participation in the RFP process, following this RFI;
- (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;

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

11 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.

12 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.

13 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

				
	<p>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.</p>	<p>What's App Speak to an Agent via What's App.</p>	<p>Speak to an Agent Speak to an Agent via the platform with no call or data charge</p>	<p>Telegram Speak to an Agent via Telegram</p>

 0800 003 056	 086 551 4153	 reportit@ethicshelpdesk.com	 *120*0785980808#
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Respondent's Signature

Date and Company Stamp

SECTION 3: RFI SCOPE OF REQUIREMENTS

1 INTRODUCTION

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.

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	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 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.

4 GENERAL RESPONDENT OBLIGATIONS

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

5 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.

6 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.

7 COSTS TO RESPOND TO THE RFI

- 7.1 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.
- 7.2 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.

8 AUTHORITY OF SIGNATORY

- 8.1 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.
- 8.2 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.
- 8.3 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.

9 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.

10 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.

- Following the evaluation of the responses, the respondents will be shortlisted for further participation on the RFP based on the obtained score of 80% or more

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.

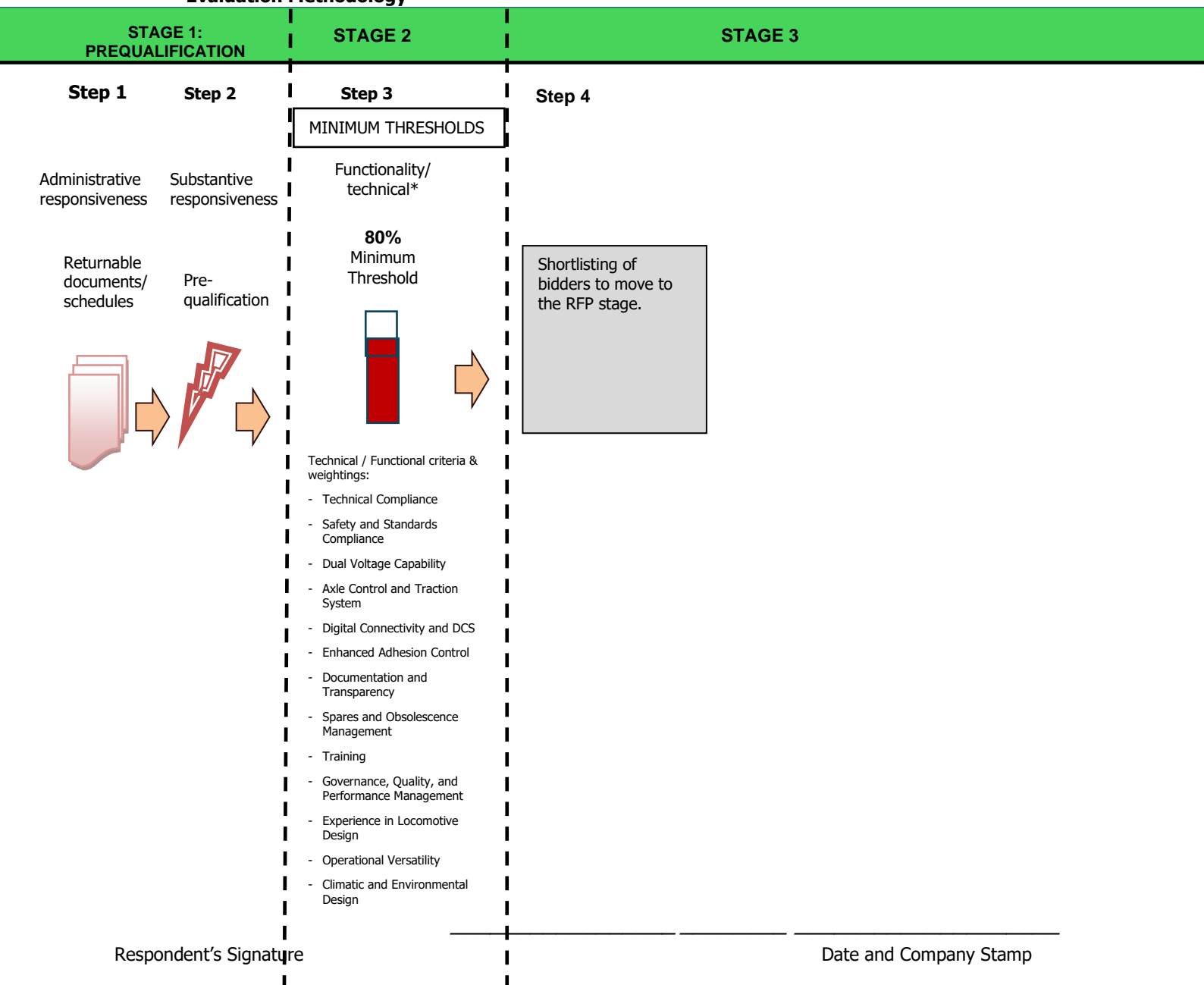
2 REQUIREMENTS FOR RFI

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

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

Nb* bidders may express interest in part or all of the fleets of locomotives mentioned.

Evaluation Methodology



3 TECHNICAL CAPABILITY

Respondents are required to indicate their existing technical capability by ticking the applicable box in the table below: Please refer to Annexure B for comprehensive evaluation scoring matrix. Respondents are required to obtain 80% of the total scores in order to be considered for the RFP stage.

Weighting:100%

Minimum Score required:80%

Required evidence provided= 2

Partial evidence provided =1

No evidence provided= 0

Criteria	Sub-Criteria	Technical Requirement	Required Evidence	Means of Compliance (Evidence provided – Yes/No)	Score 0-2
TECHNICAL COMPLIANCE	Locomotive Design and Purpose	Heavy-haul freight capability.	Provide designs and technical specifications for heavy-haul locomotives demonstrating high tractive effort and load-pulling capacity.		
		Robust design for narrow-gauge operations (1,067mm).	Submit axle and bogie designs showing durability and stability for narrow-gauge operations under high loads.		
		Capability to handle environmental challenges.	Evidence of locomotive performance in extreme conditions (e.g., high temperatures, humidity, salinity, and dust) through operational data or test results.		
		Expertise in lifecycle cost analysis.	Submit lifecycle cost analysis documentation from past projects, including operating costs, maintenance schedules, and component replacement plans.		

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		Advanced vibration damping systems.	Provide designs and testing data for vibration damping systems implemented in other projects.		
		Experience in multi-region locomotive design and delivery.	Submit a portfolio of projects demonstrating locomotive designs delivered and adapted for operations in multiple regions (e.g., Asia, Africa, Europe, North America) with regional adaptations for varying track gauges, voltage systems, and environmental conditions.		
		Proven capacity in delivering locomotive systems and components globally.	Provide case studies of successfully delivered locomotive systems or components to clients in diverse global regions, highlighting challenges and how they were overcome (e.g., logistics, customs regulations, regional compliance).		
SAFETY AND STANDARDS COMPLIANCE	Compliance with international standards.	Compliance with SANS 3000, EN 50121, EN 50155, IEC 60571, and IEC 61373 standards.	Provide copies of certifications, test reports, or audit results proving adherence to the specified standards.		
		System redundancy for critical operations.	Submit designs and test results demonstrating fault recovery and redundancy for braking, traction, and communication systems.		

		Advanced crashworthiness standards.	Provide designs and certifications demonstrating compliance with crashworthiness standards and impact testing data.		
		Environmental compliance standards (ISO 14001 or equivalent).	Submit ISO 14001 certification or documentation demonstrating compliance with similar environmental standards.		
		Adherence to regional safety and regulatory standards.	Provide evidence of compliance with specific regional standards for delivered locomotives and components (e.g., AAR for North America, UIC for Europe, RSR for South Africa).		
DUAL VOLTAGE CAPABILITY	Voltage efficiency and power conversion.	Optimized transformer designs for high efficiency and minimal energy loss.	Include technical data on transformer efficiency and performance under dual-voltage conditions from past projects.		
		Heat management systems for transformers.	Provide designs and performance data showing effective heat dissipation mechanisms under high-load conditions.		
		Seamless voltage transition systems.	Provide technical documentation on transition systems, including examples of successful voltage transitions in similar projects.		
AXLE CONTROL AND TRACTION SYSTEM	Enhanced traction systems.	Real-time power distribution to axles for optimized traction.	Submit system documentation showing dynamic axle power management and optimization algorithms.		

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		Regenerative braking integration.	Provide technical documentation and test results demonstrating regenerative braking performance under different conditions.		
		Advanced axle monitoring.	Include examples of systems that provide predictive analytics for axle maintenance and fault detection.		
		Energy efficiency enhancements for traction systems.	Submit energy efficiency calculations and data for traction systems implemented in other projects.		
	DIGITAL CONNECTIVITY AND DCS	Real-time data diagnostics and location tracking.	Submit system architecture diagrams demonstrating data transfer capabilities, including real-time tracking and diagnostics.		
		Fault tolerance and redundancy mechanisms.	Provide designs and case studies showing redundancy measures and fault recovery mechanisms.		
		Integration with centralized fleet management systems.	Provide architecture designs and operational data from fleet management systems integrating digital connectivity and diagnostics.		
		Cybersecurity resilience for connected systems.	Submit cybersecurity strategy documentation, penetration testing results, and certifications (e.g., ISO 27001 or NIST compliance).		
	Advanced communication systems.				

		AI-enhanced CCTV systems for safety and track inspection.	Include evidence of AI-powered CCTV features for obstacle detection and track monitoring, with examples of integration in past projects.		
ENHANCED ADHESION CONTROL	Advanced re-adhesion algorithms.	Real-time adjustments based on load and track conditions.	Provide evidence of implemented algorithms and operational data demonstrating effective re-adhesion under variable loads and gradients.		
		Long-term durability of adhesion systems.	Submit data from durability tests and maintenance records showing minimal wear over extended operations.		
		Real-time operator feedback.	Include operator interface designs and examples of feedback systems for monitoring slip and traction performance.		
DOCUMENTATION AND TRANSPARENCY	Transparent system design.	Full documentation of interoperability with other OEM systems.	Submit interoperability matrices and system integration plans from past projects.		
		Open-source or flexible licensing for software components.	Provide licensing agreements and usage terms demonstrating flexibility in software ownership and modification rights.		
		Comprehensive fault logs and analytics.	Include examples of fault logging systems and analytics reports used for diagnostics in previous projects.		
SPARES AND OBSOLESCENCE MANAGEMENT	Innovative obsolescence strategies.	Transition plans for components nearing obsolescence.	Provide documentation of phased transition strategies for obsolete components implemented in comparable		

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			projects.		
		Local sourcing initiatives for spare parts.	Submit examples of partnerships with local suppliers to ensure sustainable spare part availability.		
		Long-term training programs integrated with operational requirements.	Include training schedules, curricula, and feedback metrics demonstrating alignment with long-term operational needs.		
TRAINING	Comprehensive skill transfer.	Use of simulation tools in training.	Submit evidence of training simulation tools and their effectiveness in enhancing staff readiness and performance.		
		Evidence of integrated project management tools (e.g., Primavera, MS Project).	Submit detailed project management plans and examples of successful tool implementation in comparable projects.		
		Long-term service agreements with performance guarantees.	Provide examples of service agreements, including KPIs and performance metrics, from past projects.		
GOVERNANCE, QUALITY, AND PERFORMANCE MANAGEMENT	Advanced project management systems.	Stakeholder engagement frameworks.	Include stakeholder analysis plans and engagement reports from previous complex projects.		
EXPERIENCE IN LOCOMOTIVE DESIGN	Design Life and Durability	Proven track record in designing locomotives with a minimum lifecycle of 30 years under demanding conditions.	Provide technical documentation of delivered locomotives, including lifecycle assessments, durability testing, and operational data.		

	Axle Load and Weight Standards	Capability to design locomotives with axle loads compliant to < 22 tonnes per axle.	Submit design specifications and certifications demonstrating adherence to axle load standards for freight applications.		
	Dual Voltage Capability	Experience delivering dual-voltage (AC/DC) locomotives for mixed operations with seamless "on-the-fly" transitions.	Provide technical specifications and operational data for dual-voltage locomotives previously delivered.		
OPERATIONAL VERSATILITY	Interoperability	Ability to design locomotives capable of multiple-unit operation across various classes (electric and diesel).	Include interoperability test reports and examples of multi-class operational deployments.		
	Distributed Power Systems	Experience in designing locomotives with compatibility for ECP, WDP, and RDP systems for long-haul operations.	Submit system architecture diagrams and case studies showing integration of distributed power systems.		
CLIMATIC AND ENVIRONMENTAL DESIGN	Extreme Climatic Conditions	Proven performance of locomotives under diverse conditions (e.g., extreme temperatures, humidity, and dust).	Provide operational data or test results for locomotives deployed in similar challenging environments.		
	Corrosion Resistance	Ability to design locomotives suitable for coastal and humid environments with anti-corrosion features.	Submit materials specifications and examples of solutions used to mitigate corrosion risks.		
TRACTION AND BRAKING SYSTEMS	Advanced Traction Control	Experience delivering locomotives with optimized axle control, AC traction motors, and dead-notch-free braking.	Provide traction performance data, including axle control algorithms and braking force curves.		
	Regenerative Braking	Integration of regenerative braking systems to improve energy efficiency.	Submit documentation showing regenerative braking designs and performance results.		

DIGITAL COMMUNICATION SYSTEMS	Inter- Locomotive Communication	Expertise in designing communication systems compliant with international standards (e.g., IEC protocols).	Include compliance certifications and examples of interoperable communication solutions.		
	Data Transfer and Remote Diagnostics	Proven capability in integrating data transfer systems for real-time diagnostics and remote monitoring.	Provide examples of real-time monitoring systems deployed on locomotives.		
PAINTING AND MARKING	Environmental Paints	Use of environmentally friendly, water-based paints for locomotive painting.	Submit documentation of paint specifications and examples of past compliance with eco-friendly standards.		
INNOVATION AND MODULAR DESIGN	Modular Sub-Systems	Capability to offer locomotives with modular components for ease of maintenance and upgrades.	Provide technical details of modular systems used in previous locomotive designs.		
RADIO FREQUENCY IDENTIFICATION	RFID Integration	Experience in implementing RFID systems for locomotive tracking and asset management.	Submit examples of RFID systems deployed, including case studies and results of operational improvements.		
TECHNICAL EXPERTISE	Locomotive Design	Proven track record of designing locomotives meeting operational requirements.	Portfolio of delivered locomotives, technical specifications, test results.		
	Traction and Braking Systems	Expertise in advanced traction, dynamic braking, and regenerative braking systems.	Documentation of implemented systems, efficiency data, and performance logs.		
	Energy Efficiency	Integration of energy-saving systems such as regenerative braking and energy meters.	Examples of locomotives with energy-efficient features and results.		
OPERATIONAL FLEXIBILITY	Dual Voltage Capability	Experience with dual-voltage locomotives and automatic AC/DC changeover systems.	Case studies of dual-voltage locomotives and performance data.		

	Climate Adaptability	Operability in extreme conditions (heat, humidity, dust, salinity).	Operational performance data from extreme environments.		
	Modular Design	Ability to deliver modular systems for maintenance and upgrades.	Detailed design documentation and examples of modular system implementations.		
SAFETY AND COMPLIANCE	Compliance with Standards	Adherence to international safety and operational standards.	Certifications and audit reports for compliance with relevant standards.		
	Fault Detection and Recovery	Proven ability to integrate fault detection and recovery systems.	Examples of fault recovery systems and supporting documentation.		
	Advanced Safety Systems	Integration of safety systems like vigilance and fire detection.	Examples of safety system implementations.		
DIGITAL AND COMMUNICATION	Real-Time Data Logging	Deployment of systems for real-time fault/event logging and diagnostics.	Sample logs and documentation of deployed systems.		
	Driver Display Units (DDU)	Development of ergonomic and durable display units.	Specifications of DDUs and operator feedback.		
	Remote Connectivity	Expertise in integrating remote diagnostics and connectivity systems.	Case studies of remote connectivity features.		
MAINTENANCE AND LONGEVITY	Lifecycle Management	Long-term support and parts availability for locomotives.	Lifecycle management plans and examples.		
	Maintenance Optimization	Predictive maintenance and condition monitoring systems.	Maintenance schedules and predictive analytics tool documentation.		
INNOVATION AND SUSTAINABILITY	Advanced Technology	Integration of cutting-edge technologies like IoT and AI-based diagnostics.	Project documentation showcasing innovative solutions.		
	Environmental Sustainability	Eco-friendly design practices and energy-efficient systems.	Environmental impact assessments and case studies of green design projects.		
TRACK RECORD	Global Deployment	Successful delivery of locomotives in diverse regions.	Case studies of projects across different geographical regions.		

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	Client References	Positive references from previous clients.	Client testimonials and performance reviews.		
	Service Proven Components	Use of components/sub-systems with proven performance in similar operating conditions.	Evidence of at least two years of operational reliability and availability.		
DESIGN	Traction and Auxiliary Systems	Use of AC traction motors and auxiliary motors with appropriate characteristics.	Graphs for voltage, current, tractive effort, and speed; life cycle cost analysis.		
	Ventilation and Cooling	Effective forced ventilation and air filtration for rotating machines.	Details of air filtration system and airflow tests.		
	Mechanical Design	Robust and maintainable design for rotating machines and auxiliary systems.	Evidence of compliance with ISO standards for balance and vibration testing.		
	Durability	Use of high-quality materials and components to ensure longevity (e.g., bearings, lubricants).	Certification of materials, lubricant details, and bearing life cycle analysis.		
MAINTAINABILITY	Ease of Maintenance	Design allows for efficient maintenance, interchangeability of components, and minimal special adjustments.	Maintenance and overhaul plans, documentation on component interchangeability.		
	Durability of Materials	Use of durable and corrosion-resistant materials (e.g., insulated bearings, resilient seals).	Details on material specifications and life expectancy under operational conditions.		
	Local Adaptability	Utilization of local suppliers and materials where possible.	Evidence of supply chain localization.		
SAFETY	Safety Features	Integration of safety lugs, theft prevention measures, and secure mounting of components.	Design and test details for safety features.		
	Environmental Protection	Measures to prevent environmental contamination (e.g., lubricant leakage).	Design and operational details for sealing and containment systems.		

TESTING	Type Tests	Adherence to type test requirements for traction motors and auxiliary systems.	Comprehensive testing for vibration, temperature rise, and overload conditions.		
	Routine Tests	Regular testing of traction motors and components to ensure compliance.	Documentation of routine test protocols.		
	Vibration Testing	Long-term vibration testing to ensure durability of internal and external components.	Baseline vibration data and comparative test results.		
MAINTENANCE MANUALS	Maintenance Manuals	Provision of user and maintenance manuals in English.	Manuals covering all components and maintenance processes.		
INTERNATIONAL STANDARDS	Compliance to IEC Standards	Adherence to IEC standards, such as IEC 60076, 60310, 60850, and 61133.	Documented compliance with IEC standards for design, testing, and construction.		
DESIGN INFORMATION	Transformer Ratings	Rated power, voltage, current, and other critical parameters.	Submission of technical specifications aligned with IEC definitions.		
TRANSFORMER CONSTRUCTION	Core Design	Use of core-type transformer construction.	Confirmation of core-type design with detailed construction plans.		
INSULATION & TEMPERATURE	Insulation Levels	Basic insulation level of at least 190kV (peak value).	Test data confirming compliance with insulation standards.		
	Temperature Rise	Compliance with maximum temperature rise limits (e.g., winding < 80K, oil < 65K).	Submission of temperature rise characteristic curves and ambient condition evaluations.		
MATERIALS	Conductor and Insulation Materials	Use of copper conductors and Nomex insulation.	Specifications for conductor material and insulation material properties.		
POSITIONING & MOUNTING	Mounting Location	Preference for transformer placement within locomotive body.	Detailed mounting plans showing placement and protective measures for external placement.		

TRANSFORMER TYPE	Oil Cooling System	Use of oil-immersed transformers with an oil-conservator system.	Design details and operational guidelines for cooling systems.		
TRANSFORMER AUXILIARY EQUIPMENT	Safety Mechanisms	Explosion vent, oil level indicators, temperature gauges, and alarms.	Documentation of auxiliary equipment design and integration with safety and protection systems.		
	Online Monitoring Systems	Integration of dissolved gas analysis (DGA) and other condition monitoring equipment.	Details of monitoring system design and service-proven performance.		
TRANSFORMER OIL & COOLING	Oil Quality	Use of transformer oil compliant with SABS 555 or equivalent standards.	Certification of oil quality and evidence of service-proven performance.		
	Radiator Design	Mechanical bonding of core tubes and fins to prevent thermal aging.	Detailed radiator designs and maintenance plans for debris cleaning and air filtration.		
GENERAL BRAKE SYSTEM	Independent Brake Systems	Compressed air brakes and hand-operated brakes acting independently.	Design compliance, operational independence of braking systems.		
	Simultaneous Air Brake Application	Simultaneous operation of air brakes on all bogies.	Demonstration of uniform application through tests.		
	Equal Brake Block Pressure	Brake blocks exert equal pressure (within 5%).	Test results showing brake pressure uniformity.		
BRAKE BLOCK DESIGN	Wear Tolerance	Brake blocks should function effectively down to a thickness of 13mm without manual adjustments.	Design compliance to minimum wear tolerance.		
	Block Renewal	Easy renewal without dismantling or special tools.	Practical demonstration of brake block renewal.		
	Slack Adjusters	Automatic slack adjusters maintaining minimum clearance of 8mm.	Design and operational details of slack adjusters.		

BRAKE PERFORMANCE	Stopping Distance	Stopping within specified distances under defined conditions (e.g., 1200m at 100km/h).	Compliance with AAR RP-599 standards for stopping distance.		
HAND BRAKE DESIGN	Stationary Holding Force	Ability to hold stationary on 2.5% gradient without skidding wheels.	Calculated braking force for stationary holding.		
	Exhaust Ventilation	Exhaust air released outside the cab.	Safety design for air exhaust from handbrakes.		
SANDING GEAR	Sand Delivery	Delivery of Blastrite or sand to leading wheels in both directions.	System design ensuring consistent sand delivery for traction.		
	Maintenance and Operation	Easy maintenance with watertight lids and drainage prevention.	Demonstration of maintenance ease and functional design.		
SAFETY FEATURES	Interlock Requirements	Interlocks for independent brake application at specific conditions (e.g., speed = 0, 120kPa pressure).	System compliance with interlock safety requirements.		
MAIN POWER SYSTEMS	Definition	The locomotive main power system comprises all power equipment associated with traction and electric braking, including pantograph, VCB, HSCB, converters, transformers, and traction motors.	Detailed schematic diagrams, technical descriptions, and compliance with IEC 60850 and IEC 61287-1/2 standards.		
	Protective Equipment	Ability to withstand operational voltages and currents while offering protection against overloads and faults.	Technical specifications and test results for protective equipment under fault conditions.		
AUXILIARY SYSTEMS	Auxiliary Power Supply	Modern IGBT-based auxiliary power supply system with redundancy to support auxiliary machines and future expansion.	System schematics, redundancy documentation, and load capacity tests.		

	Battery Charger	Intelligent battery charger compliant with EN 50272 and integrated into the locomotive control system.	Manufacturer documentation, compliance certificates, and test reports.		
	Cooling and Ventilation	Effective cooling and ventilation systems, ensuring component reliability under harsh operational conditions.	Test results, technical descriptions, and compliance certificates for IEC 60529 and EN 50155 standards.		
ELECTRICAL SYSTEM DESIGN	Standards and Norms	Compliance with international norms (IEC 60077, 61287, 61373, EN 50463, and SANS standards).	Certificates of compliance and deviations justified with documentary evidence.		
	Service Proven Components	Use of components with proven reliability in similar applications worldwide.	Service history, failure analysis reports, and supplier guarantees.		
TESTING	Type Testing	Conformance of power converters, transformers, and auxiliary systems to IEC 61287 and 61373 standards.	Test certificates and documentation from certified testing authorities.		
	Routine Testing	Routine stress tests for all major components, eliminating early failures (e.g., IGBT modules).	Factory routine test reports and quality control documentation.		
	Combination Testing	Demonstration of system integration and stability during simulated operational conditions.	Test facility descriptions, combination test results, and simulation data.		
STANDARDS	Compliance with International Norms	Ensure all electric/electronic equipment adheres to Cenelec EN50153, EN50124-1, and EN45545 standards.	Certificates of compliance, detailed equipment standards list, and deviations supported by justifications.		
HARDWARE	Component Description	Comprehensive details of TCU, ACU, interface cards, and all modules.	Technical descriptions, maintenance schedules, and component datasheets.		

	Network Diagram	Diagram showing all controlled devices, communication interfaces, and descriptions.	Complete TCU network diagram with device descriptions and communication types.		
SOFTWARE	Axle Control	Dedicated traction control unit per axle with sufficient control capacity for speed range 0–110 km/h.	System architecture diagram, software specifications, and proof of capabilities.		
	Performance under Line Voltage	Traction performance vs. line voltage curve for AC/DC territories; guaranteed performance under specified voltage ranges.	Performance curves, voltage deration policies, and testing results.		
TRACTION AND BRAKING	Tractive Effort	Compliance with mandatory tractive effort (TE) requirements under varied weather conditions; minimize load-sharing imbalances between axles and bogies.	TE curves, detailed system description, and maximum allowable wheel diameter differences.		
	Electric Braking	Fully combined regenerative and rheostatic braking system with tolerances specified under adverse weather conditions.	Braking effort curves, system failure design documentation, and compliance certificates.		
SENSORS	Speed Sensor	Minimum of two probes per axle, accurate direction detection, failure detection, and axle-specific traction cut-out during speed probe failure.	Sensor specifications, fault detection logic documentation, and maintenance logs.		
	Doppler Radar	Service-proven two-channel Doppler Radar Sensor with protective design and accurate ground speed measurement.	IP rating certificates, test results, and failure handling documentation.		

CONTROL AND MONITORING	Reference Speed	Use Doppler Radar as reference speed; resilient calculations in case of failures considering all axial speed sensors and synchronous wheel slip/slide scenarios.	Control logic documentation, calculation methodologies, and validation results.		
	Re-Adhesion Control	Fast-acting re-adhesion control scheme with creep optimization; robust performance under undulated rail tracks and adverse conditions.	Re-adhesion control algorithm details, testing results under varying conditions, and energy efficiency metrics.		
	Acceleration and Axle Lock Detection	Accurate axle acceleration monitoring and locked axle detection in powering, braking, and coasting modes.	Control logic, performance thresholds, and axle condition detection reports.		
DOCUMENTATION	Traction Control Unit	Detailed hardware and software architecture, interface descriptions, and key functional specifications.	Comprehensive documentation including function descriptions, input/output signals, and operation principles.		
	Transient Recorder	Real-time monitoring, data logging, and accessible transient recorder outputs for diagnostics.	Specifications, sample outputs, and descriptions of logging functions.		
	Comprehensive Information	Submission of detailed technical data for brake systems.	Comprehensive and accurate technical documents for evaluation.		
	Detailed Design Data	Submission of all necessary technical details, drawings, and performance curves.	Detailed design documents, including technical specifications.		
TECHNICAL COMPLIANCE	Standards and Norms	Compliance with international and local standards.	Certificates of compliance, documented deviations.		
	Functional Requirements	Adherence to functional specifications.	Technical descriptions, test reports.		
	Reliability	Proven reliability of components and systems.	Service history, failure analysis reports.		

DESIGN AND INNOVATION	Simplicity of Design	Ease of maintenance and operational simplicity.	Design philosophy documents, maintenance manuals.		
	Future-Proofing	Scalability and adaptability to future needs.	Documentation on expandability and upgrades.		
PERFORMANCE	Efficiency	System efficiency under various operating conditions.	Efficiency curves, test data.		
	Robustness	Performance under extreme conditions.	Stress test results, environmental compliance.		
SAFETY AND COMPLIANCE	Safety Measures	Implementation of safety protocols and measures.	Safety audits, risk assessments.		
	Environmental Compliance	Adherence to environmental standards.	Compliance certificates, environmental impact studies.		
TESTING AND VALIDATION	Type Testing	Comprehensive testing of components and systems.	Certified test results, validation reports.		
	Routine Testing	Ongoing validation and quality assurance.	Routine test data, quality control records.		

Total Weighting:

Minimum qualifying score required:

Nb*There are 144 questions in total, which adds up to a score of 248. A bidder will be required to score 80% of the total scores which will be calculated in the following manner: $x/y \times 100 = \text{percentage score obtained}$. i.e if a bidder scores 144 out of the 248 questionnaire it will be interpreted as $144/248 \times 100 = 50\%$

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
<ul style="list-style-type: none"> Whether the Bid has been lodged on time

Administrative responsiveness check	
•	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:

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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- Technical evaluation Questionnaire and responses	
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 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	TECHNICAL SUBMISSION / QUESTIONNAIRE – Annexure A
2	SCOPE OF REQUIREMENTS TO THIS RFI/EOI – Section 3
3	TRANSNET'S GENERAL BID CONDITIONS - Annexure B
4	NON-DISCLOSURE AGREEMENT- Annexure C
5	TRANSNET'S SUPPLIER INTEGRITY PACT – 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: RFI CLARIFICATION REQUEST FORM

RFI No: HOAC-HO-49860

Deadline for RFI clarification submissions: Before **12:00 pm on** 20 February 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 8: 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.

.....

- 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

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 section 59 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 9: 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