# PROVISION FOR THE TRANSPORTATION AND CARGO HANDLING SERVICES OF MANGANESE ORE (TRAIN OFF-LOADING), FOR TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AN OPERATING DIVISION OF TRANSNET SOC LTD, AT THE MULTI-PURPOSE TERMINAL, PORT OF SALDANHA ON AN "AS AND WHEN" REQUIRED BASIS FOR A PERIOD OF TWO (2) WEEKS.

**Document Reference Number:**

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**Site:**

Multi-Purpose Terminal Saldanha

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## 1. DEFINITIONS

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| **Commissioning** | The process of assuring that all systems and components of a building or industrial plant or product designed, installed, tested, operated, and maintained according to the operational requirements of the owner or final client. |
| **Contract** | An agreement with specific terms between two or more parties or entities based on mutual consent, which has legal effects and involves transfer of consideration – usually financial or some other type of benefit |
| **Contract Manager** | Transnet employee who is authorized to represent Transnet in terms of the contract and appointed to supervise and/or liaise with the contractor to ensure that the specifications of the contract are met (with special emphasis on technical specifications, inspection of quality, on health and safety, environment, and quality of work). A contract manager has the role of executing the plan to achieve the deliverables. This person receives all his authorizations from the project initiator and the stakeholders. |
| **Contract Owner** | The person who requires a specific product, goods, or services and who is responsible to provide the budget and approval. |
| **Contractor** | An employer (organization) or a person performing any work and has entered into a legal binding business agreement contract to supply a product or provide services to Transnet. This applies to the Suppliers, Vendors, and Consultants, Service providers and Contractors. |
| **Contractor Execution Plan** | A site activity, or project specific documented plan in accordance with the client's project requirements. The Contractor to Transnet submits a plan for approval prior to mobilization site. The Contractor Execution Plan includes, inter alia: Health and Safety, Environmental, Energy, Quality, Delivery plans etc. A Contractor Compliance File is a file or other record containing the information in writing required by Transnet. |

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| **Job Owner:** | Any permanent employee of MPT who has been trained, tested and found competent, and appointed in writing for the purpose of carrying out or supervising work on plant, machinery and equipment. |
| **Risk Assessment** | A risk assessment in this procedure means the process where all risks associated with the contract and its execution are identified, mitigated, and managed. |
| **Specification** | A detailed prescription of the Integrated Management System (IMS) requirements to which equipment, construction, product, or service must comply with this includes various models, drawings, and documents. It is noted that the specification might even comprise of multitude different elements. |
| **Lockout** | The fitting of a padlock (or caliper and padlocks) to an isolator switch so that it cannot be returned to an operating condition. |
| **Permit Acceptor** | Any person who has been appointed in writing to receive a Permit to Work for the purposes of carrying out or supervising work on equipment |
| **Permit Issuer** | The operations shift manager will be responsible for the issuing of permits. |
| **Permit Number** | A number issued by TPT that logs the work performed, the person responsible for the work and the approximate duration. Note: This is not the same as the sequential number on the Permit to Work |
| **Permit to Work** | A written document indicating the equipment to work on, the potential hazards, how and where these hazards negated, signatures indicating that equipment is safe and the names of all persons working on the equipment |
| **Responsible Supervisor** | The Operations and Maintenance Supervisor who have been assigned responsibility for the operation and maintenance of a particular section/s of the plant. |

## 2. ABBREVIATIONS

| | |
|---|---|
| IMS | Integrated Management System |
| ISO | International Organization for Standardization |
| OHSAS | Occupational Health and Safety Assessment |
| Series POM | Policy Manual |
| PROC | Procedure |
| SOP: | Safe Operating Procedure |
| QMS | Quality Management System |
| SANS: | South African National Standard |
| SMS: | Safety Management System / Service Management System |
| TCC: | Transnet Corporate Centre which is the Transnet Head Office |
| SLD: | Saldanha |
| TPT: | Transnet Port Terminals |
| WI: | Work Instructions |
| ECSA: | Engineering Counsel of South Africa |

**PROVISION FOR THE TRANSPORTATION AND CARGO HANDLING SERVICES OF MANGANESE ORE (TRAIN OFF-LOADING), FOR TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AN OPERATING DIVISION OF TRANSNET SOC LTD, AT THE MULTI-PURPOSE TERMINAL, PORT OF SALDANHA ON AN "AS AND WHEN" REQUIRED BASIS FOR A PERIOD OF TWO (2) WEEKS.**

## 3. BACKROUND

3.1 Transnet Port Terminals (TPT) requires a suitably qualified service provider(s) to provide Transportation and Cargo Handling Services in respect of Manganese Ore at the Multi-Purpose Terminal, Port of Saldanha.

## 4. EXECUTION OVERVIEW

4.1 TPT, Port of Saldanha requires a service provider to provide solutions for its transportation and handling of cargo services (Manganese Ore).

4.2 Key considerations include the services provider's capacity and adherence to (without limitation) all legal and safety requirement and/or considerations.

4.3 TPT further seeks to improve its current processes for providing these services to its End User's community throughout its locations.

4.4 The selected service provider(s) will share in the mission and business objectives of TPT. These mutual goals will be met by meeting contractual requirements and new challenges in an environment of teamwork, joint participation, flexibility, innovation, and open communication.

4.5 TPT must receive reduced cost of acquisition and improved service benefits resulting from the Service Provider's economies of scale and streamlined service processes.

4.6 TPT must achieve appropriate availability that meets user needs while reducing costs for both TPT and the chosen Service Provider(s).

4.7 TPT must receive proactive improvements from the Service Provider with respect to provision of services and related processes.

4.8 TPT's overall competitive advantage must be strengthened by the chosen Service Provider's leading-edge technology and service delivery systems.

4.9 TPT's end users must be able to rely on the chosen Service Provider's personnel for

service enquiries, recommendations, and substitutions.

4.10 TPT must reduce costs by streamlining its acquisition of Services, including managed service processes.

## 5. SCOPE OF REQUIREMENTS

5.1 The Service Provider must be able to provide efficient, effective and world class transportation and cargo handling services on an "as and when required basis".

5.2 The service provider must be available 24 hours per day, 7 days per week, including weekends and Public Holidays, to support TPT's 24-hour operations.

5.3 The Transportation and Cargo Handling Services may include ad-hoc services offered by TPT to certain customers as determined by TPT in its sole and unfettered discretion.

5.4 The scope is organized into the following tasks:

- Offloading of Manganese Ore from Rail CR wagons type
- Transportation of Manganese ore to a covered storage area
- Cleaning of Rail Wagons

5.4.1 **<u>Offloading of Manganese Ore from Rail CR wagons type</u>**:

i. The Service Provider shall be responsible to offload the Manganese ore from rail wagons at TPT's premises by means of Straddle Excavators (hereinafter referred to as excavators) placed on portal frames to allow for the excavators to travel or move over the rail wagons during offloading.

ii. The Service Provider must have available a minimum of 4 straddle excavators to be utilized to execute the projected annual volume throughput.

iii. The portal frame of each excavator should have (continuous track type) tracked wheels, to provide for the movement of the excavator from one rail wagon to another.

iv. The service provider shall furthermore be required to provide a minimum of eight (8) excavator operators to support TPT's 24-hour operations.

v. The service provider will ensure that cargo is not spilled during the cargo handling services to reduce the chance of damage or loss to the materials being handled.

vi. In the event of excessive material or cargo spillages the service will be liable for any such

spillage to be cleaned immediately at its own cost.

vii. Excavator operators to avoid scraping the wagon surface while offloading to avoid the risk of high levels of noise.

5.4.2 **Transportation of Manganese ore to covered storage area at multi-Purpose Terminal:**

i. The Service provider shall be required to transport the Manganese ore by means of articulated dumper trucks and tip the commodity in an undercover storage area at MPT warehouse for stockpiling.

ii. The Service Provider must have available a minimum of 8 articulate dumper trucks to be utilized to execute the projected annual volume throughput.

iii. The service provider shall be required to provide a minimum of 16 truck drivers to support TPT's 24-hour operations.

iv. The cargo will be loaded by excavators provided by the service provider.

v. The service provider will ensure that cargo is not spilled during the transportation and cargo handling services.

vi. The cycle from the rail wagons to the undercover storage area is estimated to be, but not limited to a round trip of 400m.

vii. The bidder to supply letter of exemption from roadworthiness for the articulated dumper trucks if no license can be provided.

viii. The load carried by the articulated dumper trucks must be evenly distributed between the rail of the trucks bed and never overload the upper portion of the truck's bed.

5.4.3 **Cleaning of Rail Wagons**

i. Manganese ore which could not be removed by the excavators will be reclaimed by manual labour, employed by the service provider.

ii. TPT requires a minimum of six (6) cleaners per excavator (24 cleaners per shift) to manually remove residue manganese ore from the wagons**.**

iii. The service provider will be responsible for providing cleaning tools and correct PPE**.**

iv. All accumulated spillages will be stored in the designated bins provided by TPT.

5.5 Transportation costs associated with service providers' delivery of equipment to TPT designated quayside and / or cargo handling and maintenance services (as applicable), shall be deemed to be included within service providers' rental rate for the equipment.

5.6 The service provider shall be required to establish a functional place of business upon award of contract in the Western Cape Region within a 50km radius of the Port of Saldanha to support contract readiness.

5.7 TPT reserves the right to request proof to its satisfaction that the functional place of business has been or is established. TPT will not commence the contract prior to the service provider submitting such proof.

5.8 The service provider is required to provide their own mobile fuel bowser, with the necessary accreditation and compliance certification.

5.9 The service provider to ensure compliance with the basic conditions of employment Act; in terms of shift working hours.

5.10 Bidder must have at least twelve (12) months or more months experience providing bulk material handling service for work of a contractual in nature in the current past Two (2) years, (trade references will be required to be supplied as proof).

## 6. ESSENTIAL REQUIREMENTS

6.1 Bidders will need to comply with all the essential requirements that are necessary to establish whether bidders are in accordance with set conditions/regulatory compliance. In respect of the Transportation and Cargo Handling Services of Manganese, the following eligibility criteria have been set:

6.2 The bidders to provide proof service records for excavators and articulate dumper trucks, showing that the equipment was serviced as per OEM service manual, services records should not be older than twelve (12) months. For new equipment, the service provider must provide a proof of purchase document from the Supplier/OEM, the letter must include the service provider's details and equipment information/specifications purchased as per scope of work. For second-hand equipment service records indicating the service hours, and service history.

6.3 All equipment operators to be in possession of appropriate qualifications and training and registered in terms of the provisions of the National Qualification Framework Act, 2008 (Act 67

of 2008) to operate such equipment.

## 7. EQUIPMENT REQUIREMENTS

7.1 The Service Provider will be required to provide the following equipment and specifications:

- Four (4) Excavators on portable frames
- Eight (8) Articulated dumper trucks.

7.2 **Four (4) Straddle Excavators:**

i. Each excavator including the structure should have a safe working load of 60 tons.
ii. Each excavator should have a grabbing reach of 8.1 metres i.e., a boom and arm length of 5.7 metres and 2.4 metres respectively.
iii. The portal frame of each excavator should have (continuous track type) tracked wheels, to provide for the movement of the excavator from one rail wagon to another.
iv. Each excavator should have a Bucket with a minimum load capacity of 1.02 cubic metres.
v. The service provider shall ensure that all excavators utilized in rendering the service have the relevant Certificates of Registration including the Safety Workload certificates.
vi. Modification with regards to the excavator must be supported by engineering drawings and the qualification of a professionally registered engineer with Engineering Counsel of South Africa (ECSA) must be supplied by the bidder. The design of the portal frames and interface of the excavator to the wagons to be included.
vii. An independent Engineering Counsel of South Africa professionally registered Engineer must approve and sign-off the respective drawings and the qualification and registration of the engineer must be supplied by the bidder.
viii. The service provider to supply letter of exclusion from roadworthy for the excavators if there is no license provided.

7.3 **Eight (8) Articulated Dumper Trucks**

i. Heavy load articulated dumper trucks to at least have a capacity of 25 tons.

ii. The service provider shall ensure that all Articulated dumper trucks utilized in rendering have the relevant roadworthy and license certificates.

## 8. HUMAN CAPITAL REQUIREMENTS

8.1 The service provider shall have a minimum of 12 operators for TPT's 24-hour operations, available to operate the Excavator.

8.2 The service provider shall have a minimum of 24 drivers for TPT's 24-hour operations, available to operate the Articulated dumper trucks.

8.3 The service provider shall have a minimum of 32 cleaners to manually remove residue manganese ore from the wagons.

8.4 Bidders to submit a comprehensive and detailed operational organogram that shows the structure and composition of their Operational structure involved in the works, inclusive of the key staff/professionals and their roles and responsibilities in this project identified in the Scope of work to support TPT's operational strategy that currently in place.

## 9. VOLUMES

9.1 The volumes of commodities are an indicative and under no circumstances committed as they fluctuate based on the availability of the commodity or stockpile levels.

9.2 The total volumes are projected at 78 750 tons over the duration of (2) weeks.

9.3 Volumes are therefore not guaranteed nor limited.

## 10. QUALITY AND SERVICE

10.1 The Service Provider shall ensure that all Equipment is operational and has the relevant certificates of registration as stipulated under section 43 of the Occupational Health and Safety Act, 1993 (Act 85 of 1993).

10.2 The service provider shall further ensure that all Equipment operators deployed are in possession of appropriate qualifications and training and registered in terms of the provisions of the National Qualification Framework Act, 2008 (Act 67 of 2008) to operate such equipment.

10.3 The Service Provider shall ensure that all Equipment utilized in rendering the services is maintained.

10.4 Proof of Registration Certificates or Valid Equipment License Certificates to be provided in respect of each piece of equipment or letter of exemption granted under section 32 of the Machinery and Occupational Safety Act, 1983 (Act No. 6 of 1983).

10.5 The service provider shall be responsible for ensuring that all machinery associated with the hiring equipment shall always be certified throughout the period that equipment is anticipated to be on-hire to TPT.

10.6 Where the equipment rental period extends beyond the original expected duration such that the equipment may be out of certification, service provider shall promptly notify TPT of this possibility and the Parties shall agree to a course of action to rectify this.

10.7 If the service providers' personnel or if any equipment is found to be out of certification or unfit for its intended purpose, all rental charges for such equipment shall immediately discontinue from the last date that equipment was acknowledged by TPT until it's certified and fit for its intended purpose.

10.8 TPT will provide adequate ablution facilities to be used by the employees.

10.9 Service provider to ensure that correct PPE is issued to all employees entering Transnet Port Terminals.

10.10 The service provider must be able to comply with TPT rail service design to commence services immediately upon placement or delivery of each train.

10.11 Each train has an estimate of 125 wagons with an estimated payload of 63 tons per wagon.

10.12 The service provider must be able to discharge a train of 125 wagons within 8 hours upon commencement to comply with the rail service design in terms of turnaround time.

10.13 When called upon in an emergency, service provider is required to respond and be onsite within two (2) hours, to mitigate the business risk.

10.14 The Service Provider must ensure it has adequate excavators, articulated dumper trucks are available to transport and deliver Manganese ore to the MPT terminal undercover storage at a minimum offloading loading rate of 1000 tons per hour.

10.15 Furthermore, the service provider shall be solely liable for any damages caused to TPT property or injury sustained to TPT Employees due to the negligence of its employees, permitted sub-contractors and agents.

10.16 The service provider shall ensure that cargo is not spilled during the transportation and handling services.

10.17 The service provider shall be liable for all loss incurred by TPT because of spillages occurred during the transportation and handling Services.

## 11. INSURANCE

11.1 The service provider should have a broad form of current insurance liability cover which includes Professional Indemnity Insurance / Professional Liability Insurance / General Insurance / Public Liability Insurances with a minimum limit of indemnity of R90 million (Ninety million rand) per incident.

11.2 The service provider shall be required to have an assets insurance policy in respect of their equipment which will be utilized in rendering the service.

11.3 The service provider shall be required to have a valid letter of Good Standing issued to it in terms of the Coid Act.

11.4 The successful service provider must have the required insurance liability cover policies as set out in paragraphs 11.1 to 11.2 available to it within 2 weeks after notification of award.

11.5 The successful service provider shall be required to submit an original or copy of a Letter from its underwriter/insurer confirming the insurance cover / copy of insurance policy within with the tender pack prior to the award.

11.6 The Service Provider shall be fully responsible to TPT for the acts and omissions of its employees, permitted subcontractors and agents. Furthermore, the service provider shall be solely liable for any damage caused to TPT property or injury caused to TPT Employees due to the negligence of its employees, permitted sub-contractors and agents.

## 12. PROCEDURE OF WORK ACTIVITIES

12.1 Demand for the Transportation and Cargo Handling of manganese will be controlled and managed by the Operations and Planning Department.

12.2 The Service Provider shall be required to attend all weekly and monthly meetings convened by the Operations and Planning Department in the Port of Saldanha, as well as all operational

meetings during loading activities.

12.3 Prior to any service requirement, the Operations and Planning Department will share the customer's demand plan and/or requirements.

12.4 The Service Provider will ensure that it meets its obligations in respect of the amount of equipment required. These requirements are dependent on the manganese volumes that must be moved.

12.5 The Operations Department shall raise a requisition for the respective services once total service has been rendered.

12.6 The Procurement Department shall issue a purchase order, based on the fixed cost, to the Service Provider.

12.7 As a result of changes due to operational requirements, the service provider must always be in a position to commence services within 24 hours of notification.

## 13. GENERAL DUTIES AND REQUIREMENTS

13.1 The Service Provider undertakes that during the performance of the Transportation and Handling of Cargo Services that it shall carry out the following general duties:

13.2 Perform in accordance with the hours of work as may be stipulated by the Multi-Purpose Terminal, which shall include hours of work on public holidays and weekends. All Standby charges and overtime charges will be for the service provider's account.

13.3 The service provider shall ensure that all services are fully supervised by a dedicated supervisor.

13.4 The service provider must regularly liaise with the Operations Manager / Planning Department in respect of the operational activities that are taking or will take place which has an impact on the services the service provider renders.

13.5 The service provider must communicate the plan and undertake daily activities at the Multi-Purpose Terminal upon instruction from the TPT Operations Supervisor or Manager.

13.6 Ensure that the Supervisor on duty follows all planning and allocations according to the TPT schedule and that all communication will be with the nominated TPT's Representatives.

13.7 Ensure that all service provider personnel are strictly managed to ensure safety protocols and productivity levels.

13.8 Observe all activities relevant to the service requirement, mitigating any unsafe practices.

13.9 Reconcile the number of trains and tonnages handled and provide the TPT's Representative with completed records after the completion of every operation, or when reasonably required by TPT.

13.10 The service provider shall ensure manganese grades are offloaded in the correct Warehouse or bays, it being agreed that any costs associated with cargo contamination, is for the Service Provider's own account and shall be borne by it.

13.11 The service provider shall strictly adhere to the stacking plan, incident and damage procedures and stacking instructions as prescribed by TPT.

13.12 Undertake to provide additional resources as requested by TPT to meet the planned productivity rate should cargo be required to be driven/moved to other areas.

13.13 The Service Provider may not cede, assign, make over or delegate any of its rights and/or obligations to any third party without the prior written consent of TPT.

13.14 If granted the Service Provider shall nevertheless remain liable to TPT as a principal for the fulfilment of all the obligations of the sub-contractor.

13.15 There shall be no direct communication with the Customer, importer or any client of Transnet Limited, Service Provider(s) or stakeholders.

## 14. BUSINESS CONTINUITY PLAN FOR MANAGING RISK

14.1 The service provider is anticipated to submit a business continuity plan to manage risk. The plan must clearly state how the service provider will limit or minimize operational disruptions.

14.2 A clearly defined business continuity team with their roles and contact details to be contacted in case of an emergency.

14.3 Critical services and equipment should be identified in the plan and how much time it will take to restore or replace each critical service or equipment in case of a disruption without compromising service level or operations (Ideally the envisaged time expected is 4 hours).

14.4 Detailed business continuity risks and their mitigations, and how long it will take to practically implement the mitigation.

14.5 How often the plan will be tested and the method of testing the plan e.g., desktop or live simulation.

14.6 Detailed crises communication plan in case of an emergency. The crises plan should cover the following topics:

14.7 What constitutes a crisis,

14.8 Crises team,

14.9 How will a crisis be communicated including timelines etc.

14.10 Continuity of operations/Contingency plan – The plan should be supported with back up contracts (this can be draft contracts pending contract award) with alternative suppliers who can supply equipment at short notice to prevent business disruption. The response time for the back-up support should be clearly defined in the contract.

## 15. PENALTIES AND LEAD TIMES

15.1 The service provider shall ensure that its services are rendered as stipulated by TPT considering that time is of the essence.

15.2 The service provider must have a permanently manned telephone (place of business/cell phone), and email to ensure that immediate contact can be made in case of emergency.

15.3 If the Service Provider fails to adequately perform the Service as required by TPT, TPT shall be entitled to deduct a penalty of 5% from the applicable invoice(s) relating to the nominated vessel or train that the services were rendered to. Poor performance is determined in the sole and unfettered discretion of TPT.

15.4 Provision of insufficient and/or inadequate Equipment operators i.e., excavator and/or truck drivers.

15.5 Provision of equipment not in a safe, good and proper working order.

15.6 Failing to provide roadworthy and duly licensed Vehicle(s) to perform the service, with all the requisite permits or letter of exemption from road worthy.

15.7 Negligent spillages of Cargo

15.8 Repairs being undertaken during operational hours, without the consent of TPT and/or provision of a replacement equipment; and

15.9 Failing to perform the Service and its obligations in a good proper, efficient, and competent manner and in accordance with sound principles, standards, methods and practice generally

accepted in the Republic of South Africa and with the degree of skill, care and diligence normally practiced by a competent prudent service provider whilst performing the Service or work and/or services of a similar nature.

15.10 Should the service provider arrive late to perform the service to TPT, a penalty finding will be issued against the service provider.

15.11 In the event the service provider's equipment (excavators and trucks) is/are defective; and/or breakdown to a truck(s) and/or equipment occurs,

15.12 The service provider shall be required to replace the defective and/or broken truck(s) and/or equipment (as the case may be) with operational truck(s) and/or equipment within 60 minutes upon notification thereof.

15.13 The service provider shall not be entitled to any additional charges relating to the replacement of a defective and/or broken truck(s) and/or equipment.

15.14 Should the service provider fail to replace the truck(s) or equipment within the time stipulated, a penalty finding will be issued against the service provider.

15.15 Should the service provider fail to replace the truck(s) and/or equipment within the time period stipulated and/or should the service provider fail to execute the service, TPT shall be entitled to arrange for an alternative service provider to perform the required services and will deduct all costs associated with TPT having to procure an alternate Service Provider.

15.16 Where serious non-conformances or repeated non-conformances are raised, the penalty imposed by such non-conformance will be determined on the severity of the non- conformance.

15.17 Should a non-conformance of similar incident(s) reoccur, TPT reserves the right to cancel/terminate the contract.

15.18 The service provider must be capable of commencing work on site within 24 hours from the date of award of Business, which shall include weekends and Public Holidays, due to the urgency of the required service.

## 16. GENERAL SAFETY AND COMPLIANCE SPECIFICATIONS

16.1 The contractor must submit TRN-IMS-GRP-TMP 014.3 Employee Personal Profile Dossier to the contractor Manager for approval before induction training is confirmed. Approved Employee Profile Dossiers includes certified copies of medicals, identity documents, competencies etc.

submitted via email correspondence to TPTSLDInduction-booking@transnet.net.

16.2 Contractor must submit completed SHE File Electronic to TPT Contractor Manager for approval.

16.3 Contractor Compliance SHE File within accordance with File Contractor Compliance File and in line with relevant applicable specifications as per respective TRN- IMS- GRP-GDL 014.2 Contractor Specification Guidelines, TRN-IMS-GRP-GDL.

16.4 Contractor undergoes induction training prior to handing over the site to the Contractor as TRN-IMS-GRP- GDL 014.6 Contractor Induction Minimum Requirements. SITE ESTABLISHMENT:

16.5 All relevant permits and authorizations are as per TRN-IMS-GRP-TMP 014.7 List of Legal Permits and Authorizations shared and completed prior to site access. Contractor appointed within accordance with TRN-IMS-GRP-TMP-001.1 prior to site access by TPT.

16.6 No work will commence with approved TRN-IMS-GRP-TMP-014.10 Operational Safe Work Permit issue to the contractor-by-Contractor Manager.

16.7 Service provider shall implement and maintain applicable Health, Safety, Quality and Environmental regulations and other relevant standards and regulation, example: applicable SANS codes; OHS Act of 1993, other legislation, ISO 9001, ISO 14001 and ISO 45001, etc.

16.8 Service provider to ensure that all employees involved in activity is informed of the Hazards and risk they exposed to and all other relevant applicable Safety Work Procedures, fall protections Plans, Environmental Plans, Emergency Plans and any other relevant procedures, etc. proof to be submitted as part of the SHE File.

16.9 Service Provider will ensure that On the Job HIRAS is completed prior to start of activity to ensure that any additional Risks been identified and to inform the mitigations and associated PPE, training etc.

16.10 Service provider must ensure that when required to off-load or load any heavy equipment and machinery on the plant that they comply with that equipment or machinery will not be physically operated by an employee when required to off-loaded or load from any flatbed or low bed.

16.11 Service Providers are liable to collect and remove all waste generated during the contract/project. Generated Waste will not be allowed being disposed within TPT waste skips. Removal of Hazardous waste will be contractor's responsibility and Disposal Certificate submitted to SHEQ after waste has been disposed safely.

16.12 The service provider shall comply with all applicable safety laws and regulations including all

instructions received from TPT management and supervisory personnel.

16.13 There shall be zero tolerance of any form to substance abuse i.e., alcohol, drugs etc. The service provider and/or its employees shall be required to submit to random drug and alcohol testing.

16.14 The service provider shall ensure that its employees present on the TPT site are furnished with (at its own cost) and wear safety clothing or personal protective equipment (e.g., reflective jackets, safety boots, hard hats etc.), clothing as well as identity tags.

## 17. ANNEXURE

17.1 Terminal View – Manganese Facility Layout

17.2 Current Train Offloading process

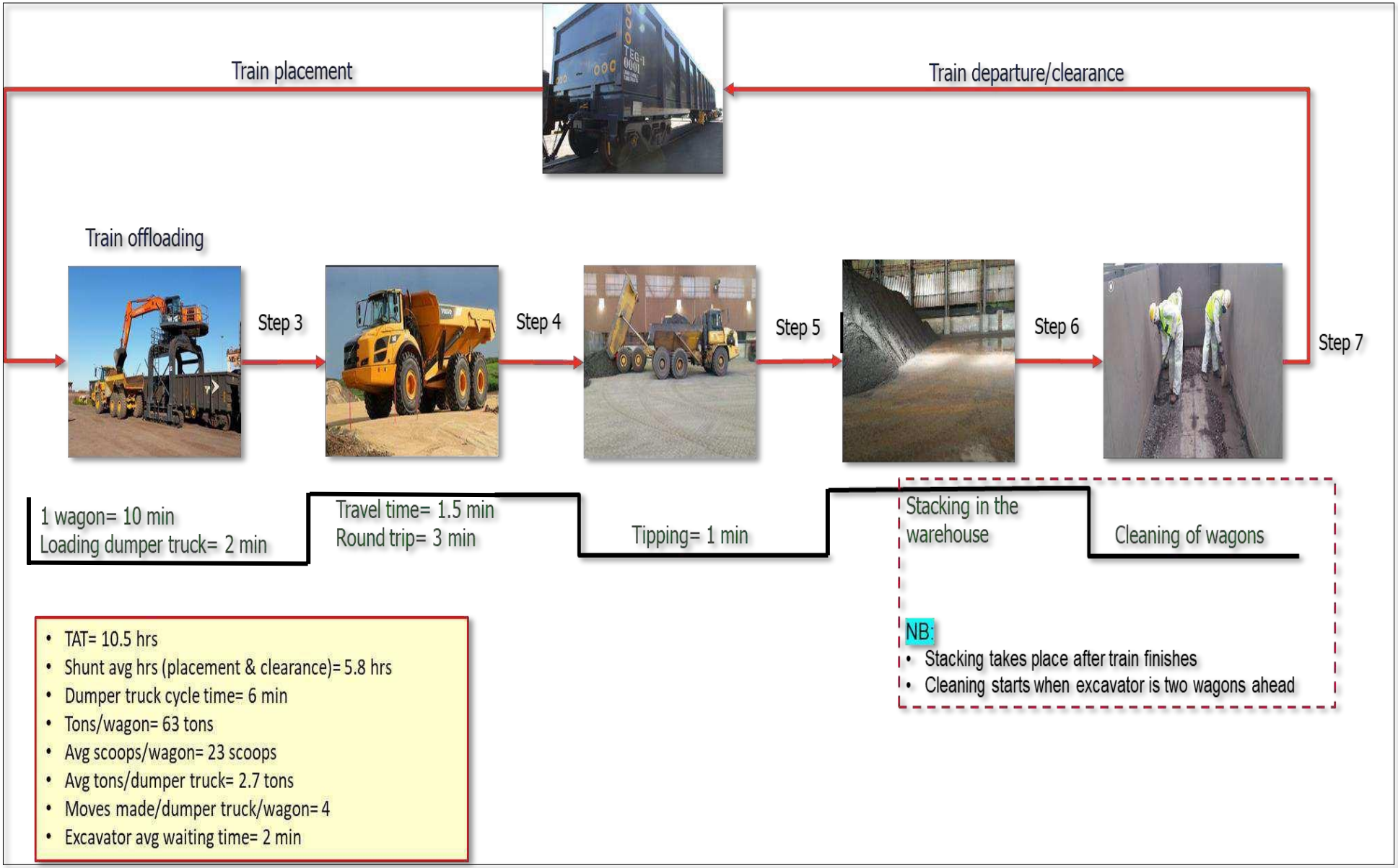
17.3 Train Offloading process Flow

17.4 CR-17 Wagon Design

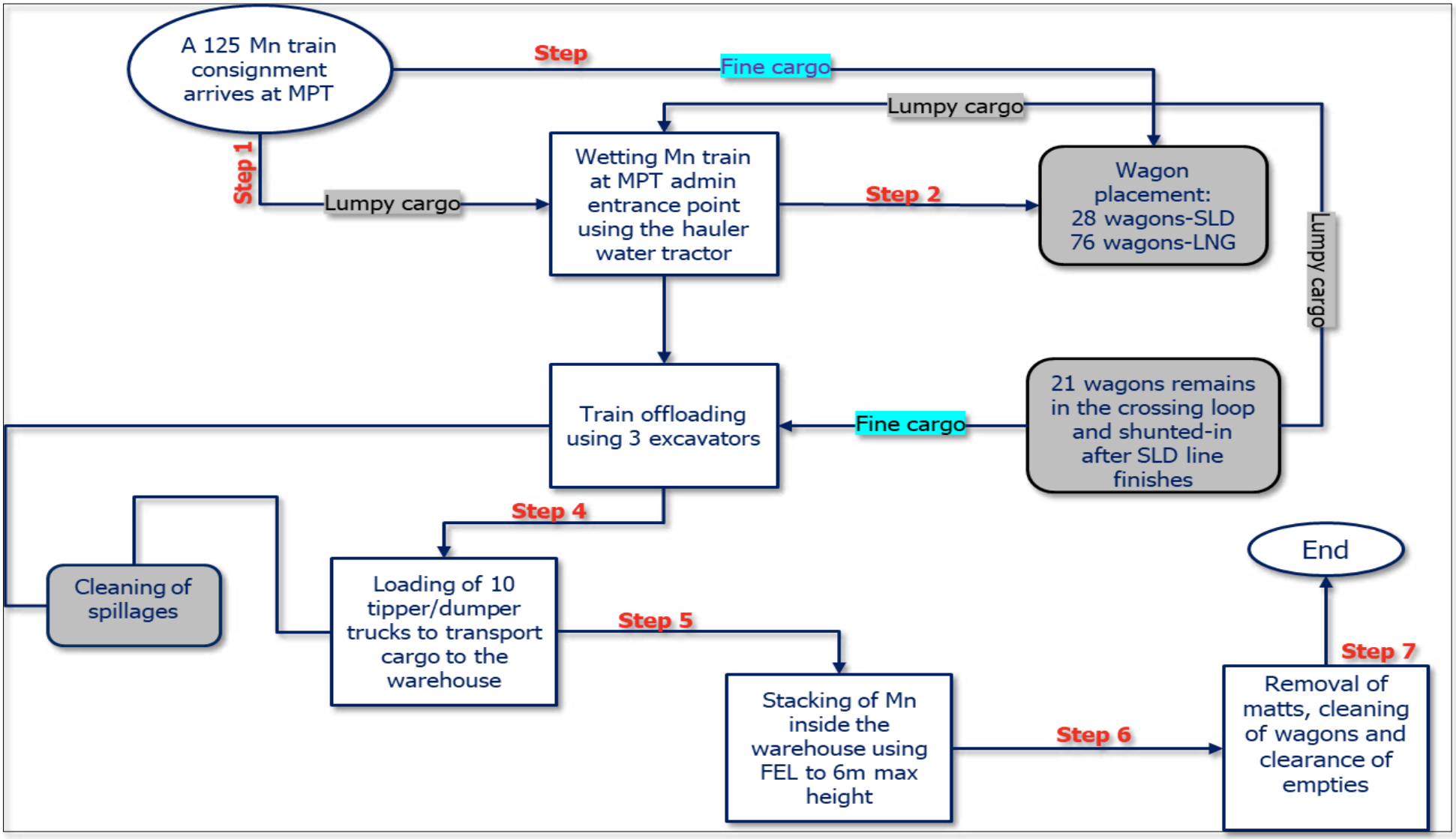
17.5 Dimensions of CR-17 and CR13/14 Wagons are currently used.

**Terminal View – Manganese Facility Layout**

**Current Train Offloading process**



**Train Offloading process Flow**



# CR-17 Wagon Design

Drawgear Equipment - Trekwerktoerusting

KK Coupler Hydraulic Cushioning Device
Koppelaar Hidroliese Kussinginrigting

SSC Centre Sill Hydraulic Cushioning Device
Middelbalk Hidroliese Kussinginrigting

Brake System - Remstelsel

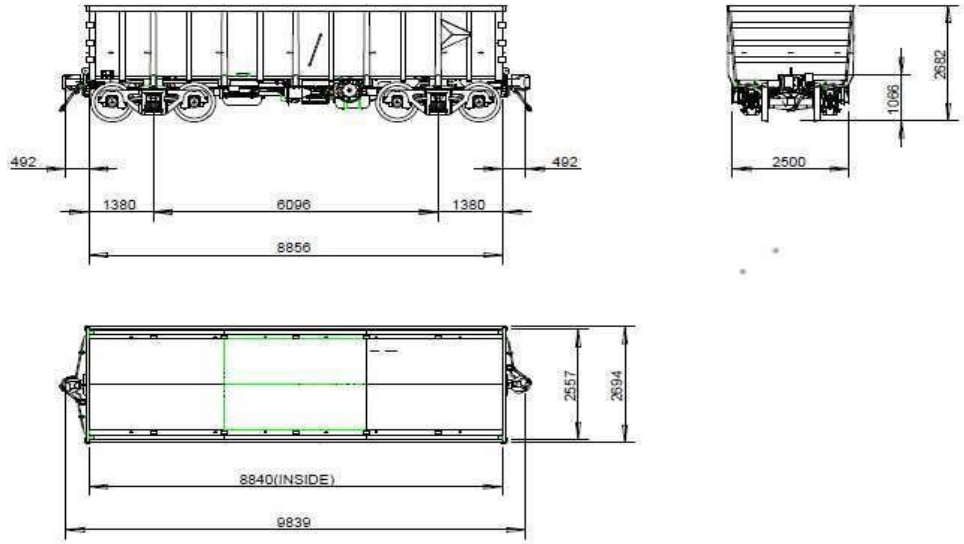
V Vacuum
Vakuum

L Air
Lug

D Dual Power - Manually Operated
Tweekrag - Handbediening

A Dual Power - Automatic
Tweekrag - Outomaties

Slack Adjuster
R Remversteller




Remarks
Opmerkings : ✳ 1
ABD AND L1 VALVE

| Vehicle Number Range<br>Voertuignommerreeks | Placed in Service<br>In Gebruik Geneem |
|---|---|
| | 2012 |

| Converted from<br>Omskep van | Date<br>Datum |
|---|---|
| | |
| | |

| | | | | | |
|---|---|---|---|---|---|
| Drawing Number<br>Tekeningnommer | PEW821B0000 | | Original Design Drawing Number<br>Oorspronklike Ontwerps-tekeningnr. | | |
| Bogie Type<br>Draaisteltipe | HS Mk VII | | | | |
| Bearing Size<br>Laergrootte | D | | | | |
| Springs per Bogie (Outer/Inner)<br>Vere per Draaistel (Buite/Binne) | 10/10 | | | | |
| Brake System V, V/D, V/D/R, V/R<br>Remstelsel L, L/R, L/A/R, L/V/R | - | ✳ 1 | Centre of Gravity (Empty)<br>Swaartepunt (Leeg) | | |
| Brake Cylinders<br>Remsilinders | | 1/ 10x12 | Design Limit - Mass on Rail<br>Ontwerplimiet - Massa op Spoor | kg | 80000 |
| Train Pipe / Treinpyp<br>Brake Pipe / Rempyp | | 32 | Originally designed for<br>Oorspronklik ontwerp vir | MANGANESE | |
| Brake Percentage (Empty/Loaded)<br>Rempersentasie (Leeg / Met Vrag) | | 58.7/21.6 | Converted for<br>Omskep vir | | |
| Drawgear Equipment<br>Trekwerktoerusting | AAR M901E | | Issued<br>Uitgereik | Revision<br>Hersiening | |
| Coupler / Yoke<br>Koppelaar / Juk | F/F | | | Date<br>Datum | |

| | | |
|---|---|---|
| Tare (Average)<br>Tarra (Gemiddeld) | kg | 17600 |
| Load<br>Vrag | kg | 62400 |
| Load (Coal)<br>Vrag (Steenkool) | kg | |
| Floor Area<br>Vloeroppervlakte | $m^2$ | |
| Capacity<br>Inhoudsvermoë | $m^3$ | 35.5 |

CR-17

| MEASUREMENTS | CR-17 Wagons | CR-13/14 Wagons |
|---|---|---|
| Wagon width | 2.7m | 3m |
| Boggy height | 1.7m | 1.580m |
| Rail track height | 2.595m | 2.648m |
| Length | 8.9m | 9.690*2= 20.2m |
| Wagon to Wagon length | 9.4m | 10m |
| Rail line | 1m | 1m |
| Clearance distance | 4m | |
| Mid-center + rail + out mid-center | 4m | |

**Dimensions of CR-17 and CR13/14 Wagons currently u**