

**Transnet Freight Rail**

an Operating Division of  
TRANSNET SOC LIMITED  
(Registration No. 1990/000900/06)

RFI: HOAC\_HO\_ 000008391

REQUEST FOR INFORMATION ON

INTEGRATED CAPACITY SIMULATION, TRAIN PLANNING AND RESOURCE  
SCHEDULING

**Issue Date** : 05<sup>TH</sup> March 2012

**Briefing Session** : 13<sup>TH</sup> March 2012

**Closing Date** : 24<sup>TH</sup> April 2012

**Option Validity Date** : 31<sup>st</sup> July 2012

**PROBLEM DESCRIPTION****1 SUMMARY**

In November 2011 Transnet Freight Rail (TFR) adopted a new operating philosophy moving from a **Dispatch Train when Loaded** approach to a **Scheduled Railway** approach. The organisation believes that becoming more predictable will be a key enabler to moving freight from road to rail. Becoming a scheduled railway places more emphasis on the railways demand management and planning systems. In order to provide a predictable and fixed schedule the organisation



must implement processes and systems to yield the desired end-state.

The purpose of this RFI is to gauge whether capabilities exist in the market to support TFR in its quest to become a scheduled railway. Respondents will be requested to provide a view on how their holistic solutions will offer the following set of capabilities:

- Demand Management (long and short-term demand)
- Long-term and short term planning
- Capacity determination
- Time Table or Schedule Management
- Resource Distribution Planning to enable the Train Plan
- Localised planning supporting the Integrated Train Plan
- Works order generation
- Deviation Management and
- Integration to operational and tracking systems

## 2 BACKGROUND INFORMATION

Transnet Freight Rail (TFR) is the largest division of Transnet. It is a world class heavy haul freight rail company that specialises in the transportation of freight. Transnet Freight Rail has approximately 25 000 employees, who are spread throughout the country. The company maintains an extensive rail network across South Africa that connects with other rail networks in the sub-Saharan region, with its rail infrastructure representing about 80% of Africa's total.

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The company is proud of its reputation for technological leadership beyond Africa as well as with-in Africa, where it is active in some 17 countries.

TFR has positioned itself to become a profitable and sustainable freight railway business, assisting in driving the competitiveness of the South African economy.

Key to being profitable is the ability to plan the work and execute in a predictable and reliable manner. The organisation is therefore compelled to ensure that its planning systems are able to assess demand do-ability and service the demand.

TFR currently has an array of demand management and planning systems but faces major challenges with disparate processes and systems. The lack of integration across the planning processes often leads to fragmented planning components being produced not supporting one single integrated Train Plan that is resourced effectively.

This initiative will aim to consolidate these fragmented processes and systems into a single integrated Train Planning capability able to produce a schedule that is predictable, reliable and repeatable.

More important is that the schedule produced will be as a direct consequence of the demand obtained from the customer; following a service design as agreed with the customer and based on rolling stock assets that are available to service the train plan.

TFR has a central function called the National Command Centre (NCC) responsible for issuing the Integrated Plan countrywide. This structure is resourced with people who are actively involved in the process of generating the plan. It also has a monitoring function with the primary focus of



monitoring execution. The monitoring function in turn also activates the deviation management processes.

Execution of the Train Plan is the responsibility of the different operational areas within the organisation. Operational Areas must ensure that all resources are available to execute the plan and must provide the NCC with a pro-active view of all countdown actions relating to departing a train on time.

## SCOPE OF WORK

The project aims to provide Transnet Freight Rail with an Integrated Train Planning and Scheduling System. The intended solution will give TFR the following capabilities:

- **Demand Management** - functionality where customer demand is captured on an annual, quarterly and weekly level. Demand is then consolidated and approved for execution.
- **Capacity Management** - Once the demand that must be planned for and moved is determined it is important to know if it is feasible and realistic. This capability will match demand to the pre-defined services in order to determine the resources required to execute demand. The result is an assessment of resourceable, executable demands as well as a determination of spare capacity not yet consumed by customer demands.
- **Train Schedules** - Train schedules are produced based on customer demand against pre-determine service designs as agreed with the customer. The train schedule will factor in all demand country-wide and produce a plan that is:



- o Balanced across the country
  - o Integrated across the different rail corridors
  - o Based on available resources
  - o Reliable and feasible
  - o Integrated to operational systems where asset position and availability is recorded.
  - o The train schedule will be based on a rolling-plan concept and the time dimensions will be parameterized. The end-user can determine the period for which he/she wants to view the plan.
  - o Once the plan is no longer feasible the system will have the capability to do dynamic replanning and scheduling.
- **Deviation Management** - TFR has work flowed the deviation management process with integration to the train plan. The new solution will ensure integration with the deviation management process and ensure that the plan is dynamically updated once a deviation occurs based on an assessment of the systematic impact of the deviations.
  - **Resource Distribution** - Resource distribution plans per area/location are required as a subset of the integrated plan so as to ensure that the resources are available at the right place and time.
    - o **Empty Wagon Distribution** - In order to service the plan empty wagons must be available at the right time and place. An Empty Wagon Distribution plan will be produced as a subset of the main integrated plan.
    - o **Locomotive distribution** - Similar to wagons a locomotive distribution plan must be produced to ensure that sufficient locomotives of the



- right types are available at specified locations and times. The Locomotive distribution plan will once again service the main plan.
- **Slot Planning** - The Integrated Train Plan (ITP) will also produce a slot plan indicating the times when slots will be used in order to execute demand.
- **Network utilisation** - The ITP will also indicate the network sections to be utilised in order to move a customer consignment from origin to destination. This includes an indication of network sections that will be unavailable for specified time windows due to planned maintenance.
- **Localised Planning** - Decentralised plans will be produced per location indicating the shunting activities required in order to support the ITP. Local areas will be allocated with shunting resources and will then execute the local plan in order to support the ITP.
- **Works order generation**  
Works orders are formal system generated instructions issued to personnel to perform various functions within the yards and on the rail network. The works order is therefore a very critical component in the process ensuring that formal instructions are issued in support of the National Train Plan.  
**Yard Countdown activities** - A predetermined set of yard countdown activities will be generated as a subset of the Integrated Train Plan. It is required of the local area to complete the countdown activities in order to ensure that the train departs on time. The countdown



functionality will be integrated with the main plan in order to ensure a handshake takes place between the two processes.

- **Integration to Tracking Systems** - Asset positioning is important for two important reasons. One to get a view on where the assets are before the train plan is generated as the position of assets will influence the plan and two for real time tracking to ensure that the execution of the plan is on schedule. Should execution of the plan fall behind schedule then the system will have the capability to do dynamic re-scheduling.
- **Simulation or Scenario planning**  
The organisation does not currently have the ability to simulate various demand scenarios. This process is often done based on the user's experience and not supported by any planning system. A capability is required where various scenarios can be systematically simulated before the plan is published. This will give the organisation a calculated and precise view of resources required for a demand scenario.
- **Dynamic Re-scheduling**  
The current Integrated Train Planning system does not have the ability to dynamically update the ITP. This process is done manually and is largely dependant on the experience of the user interacting with the system. A capability is required where the plan is dynamically updated once it is no longer feasible.

### 3 PROJECT OBJECTIVES

As highlighted in the scope section above the

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intention of this project is to provide the organisation with a fully integrated Planning and Scheduling capability. This capability will offer integration in the following key areas as highlighted above:

1. Demand Planning
2. Train Planning
3. Do-ability planning
4. Resource Planning and scheduling (Rolling Stock)
5. Localised Planning
6. Yard Activity Planning.
7. Works Order Planning

Key to ensuring that the plan is executed monitoring and deviation management capabilities will be integrated into the Single Train Plan process.

Two further initiatives will be introduced into the planning environment of TFR:

1. Simulation or Scenario planning
2. Dynamic re-scheduling.

These capabilities will provide TFR with the ability to simulate complex scenarios before a plan is put into production for execution.

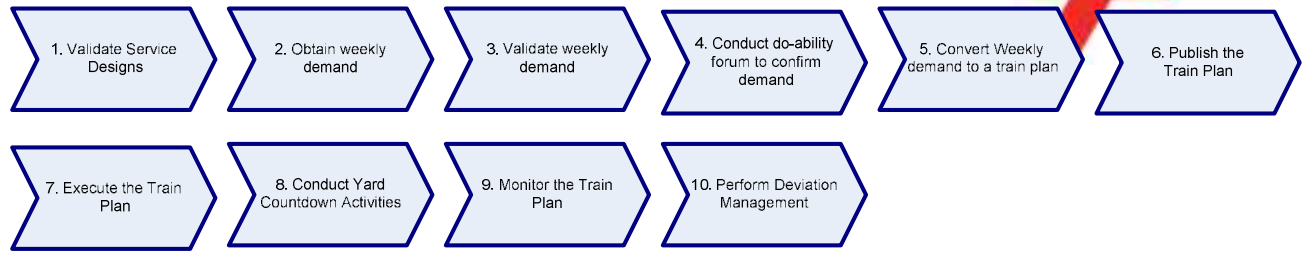
It will also provide the organisation with the ability to re-schedule once the plan is no longer feasible.

## **PROCESS VIEW**

The **Current High-Level Process** being followed is illustrated as follows:



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Current Challenges with the process.

#### **Process event 1 - Validate Service Designs**

Integration is required between the current Service Design system and the demand and train planning systems.

#### **Process event 2 - Obtain weekly demand**

There is a lack of integration between the demand planning systems and operational planning. There is also no clear view of integration between long-term demand and short term demand.

#### **Process event 3 - Validate weekly demand**

As per the previous point tighter integration is required to planning systems. Currently this step attempts to manually identify demand errors or obvious demand problems as there is no integrated system supported logic to determining problematic/unrealistic demands programmatically.

#### **Process event 4 - Conduct do-ability forum to confirm demand and supply**

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This happens in a meeting format and has no current system support in place. The key question being asked at this point is whether the projected resources available can meet the demand requirements. A key factor to consider at this stage is the current positioning of assets in order to meet future demand. This process step relies on experience and knowledge in order to produce a firm plan.

#### **Process event 5 - Convert weekly demand to a train plan.**

The current system is in a legacy environment and needs to be replaced with a total integrated train planning system. The legacy system is also not integrated with resource distribution logic resulting in trains being planned that is not adequately resourced nor realistically executable.

#### **Process event 6 - Publish the train plan**

A key requirement for the end-user is to parameterize the publication of the train plan. In other words the user wants to capability to publish the same train plan in different views as per the business requirement. The train plan maybe published per area, area production manager, flow, corridor etc.

#### **Process event 7 - Execute the Train Plan**

A key process step here is the integration to real-time asset tracking systems to monitor execution of the plan. The current process step does not have any system integration to tracking systems in the organisation.

**Process event 8 – Countdown yard activities**

The current yard countdown system is not fully integrated to the train plan. A list of active trains for the yard is provided to the yard countdown system but no interaction happens between the two systems thereafter. Should a deviation occur in the yard and the yard is no longer able to service the plan there is no visibility of this deviation on the national train plan.

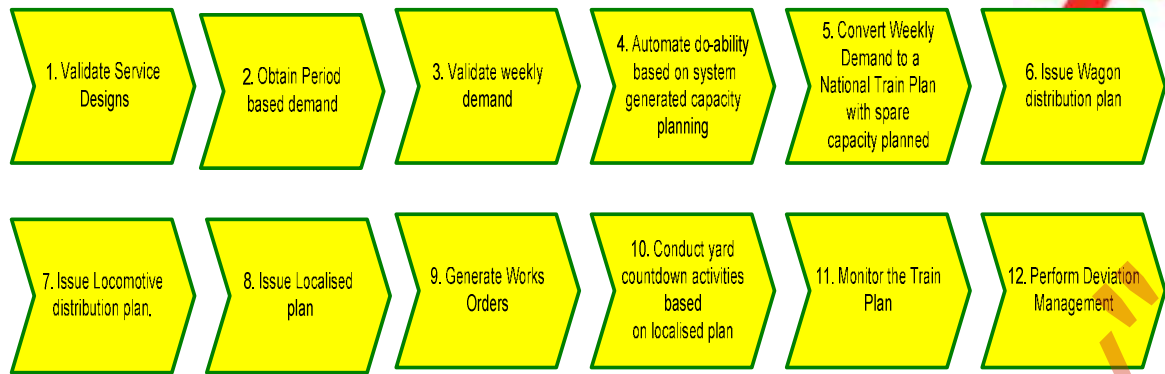
**Process event 9 – Monitor the Train Plan**

The end-user executing this step requires visibility to operational execution. There is currently no system integration between planning and monitoring of the plan.

**Process event 10 – Perform Deviation management**

A workflow process and system is currently being put in place to deal with the deviation management process. This solution will however not be able to determine the systematic impact of the deviations nor do the necessary re-planning if the current plan is rendered infeasible.

**Future Business Process** requirements



### **Process event 1 - Validate Service Designs**

Annual, Quarterly and Weekly Demand is generated against customer specified service designs. The service design process is excluded from this RFI but integration is required to the system. Service designs are created and maintained in SAP.

### **Process event 2 - Obtain Period based demand.**

Long term and short term demand is captured in a consolidated system. Demand resolutions can be multi-year, annual, quarterly or weekly. Detailed operational planning is required based on weekly demand. Rolling plans will be generated based on rolling customer demand.

### **Process event 3 - Validate weekly demand**

A key step to be undertaken once demand is captured is to validate whether the demand is real or fictitious. This process requires user input to validate that the demand provided is available for execution.

### **Process event 4 - Automate do-ability based on capacity planning.**

The new integrated system will have the ability to do capacity requirements planning based on firm demand. On the weekly horizon do-ability assessments must take into account

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current and projected future asset positioning, as well as asset capacities - this includes slots, locos, wagons, crew, telemeters, auxiliary equipment, siding capacity, shunting capacity, Rail-Port interface capacity, etc

On the longer term horizon (multi-year, annual and quarterly) demands must be matched with available or projected future resource capacity (slots, locos, wagons, crew, Infra availability, etc) to assess demand do-ability and feasibility

Simulating different demand scenarios at this point in the process will also give the organisation a view of the resources required to meet different demand targets.

#### **Process event 5 - Convert weekly demand to a National Train Plan with spare capacity.**

This process step develops a National Integrated Train plan based on the constrained demand determined in step 4. Resource requirements are clearly indicated on the plan as well as the tonnages to be moved per train in the allocated slot. Balancing of the trains is factored into the generation of the plan. The National Train Plan will also factor in a pre-allocated set of spare slots to deal with scenarios where catching up is required due to unforeseen circumstance.

#### **Process event6 - Issue Wagon Distribution Plan**

A wagon distribution plan will be circulated per location in support of the National plan. The wagon distribution plan will indicate specific wagons by number and type to be distributed to and from locations. The execution of the



wagon distribution plan is preliminary step in supporting the National Train Plan.

#### **Process event7 - Issue Locomotive Distribution Plan**

As per the previous step a Locomotive distribution plan is required in support of the National Train Plan. Once again specific locomotives by number and type must be distributed to various locations as a pre-cursor to the execution of the train plan.

#### **Process event 8 - Issue localised Plan**

The process to develop and produce localised plans are not very well documented and implemented. There are also no current systems generating local plans in support of the National Plan. The new capability required will derive local activities and plans from the main plan and will be location specific. The local plan will in other words focus on all Yard and siding-related activities required to meeting the timelines of the main plan. The local plan will therefore generate all the countdown activities required in support of the main plan.

#### **Process event 9 - Generate the works orders.**

The system will have the capability to generate all instructions required to execute the plan. Works order are the formal instructions issued to personnel in order to perform movements in the yard or the rail network. The execution of works orders has a direct impact on adherence to the localised plan.



**Process event 10 – Count down yard activities based on the local plan.**

As per process step 8 the yard count down activities must be derived from the local plan which in turn is produced from the main train plan. The main plan will also communicate any further changes down to the local plan which in turn will update yard countdown activities. This process will also work in reverse should yard count down activities fall behind schedule thereby impacting the main plan.

**Process event 11 – Monitor the Train Plan**

The end-user executing this step requires visibility to operational execution providing a real-time view of actual execution against plan, with pre-defined alerts when actuals start deviating from the plan by more than the pre-determined norms. There is currently no system integration between planning and monitoring of the plan.

**Process event 12 – Perform Deviation management**

A workflow process and system is currently being put in place to deal with the deviation management process. Once a deviation makes the plan no longer feasible the system will have the ability to dynamically reschedule the plan and re-issue all impacted/changed works orders to all parties.



## Out of Scope items

**Service Designs** - Systems already exist for the creation and maintenance of customer based service designs. The Service design system by definition is where the attributes of the rail service to the customer is created and stored. Demand as outlined above will always be captured against a signed-off service design.

**Asset tracking** - A current programme is already in place dealing with the tagging of rolling stock on the rail network. Asset positioning is then determined from the tags and readers that have been installed.

**Asset tracking viewer** - as part of the programme viewers already exist in the organisation depicting the position of assets.

**Costing of the plan** - Processes and systems are already in place calculating the cost of activities linked to Service Designs.

## 4. DELIVERABLES OF REQUEST FOR INFORMATION

Transnet Freight Rail requests information from service providers on the implementation of a totally integrated Train Planning and Scheduling solution. The new solution will provide TFR with the capabilities as outlined in the various sections above (Scope, Objectives and Future Business Process) above and ensure that all components of the business process are integrated.

Integration is also required to various current systems being utilised by TFR.



**PROCESS SCHEDULE**

Process Activity	Time line estimate
Publish RFI	05 <sup>TH</sup> March 2012
Conduct Briefing Session	13 <sup>TH</sup> March 2012
Close RFI	24 <sup>TH</sup> April 2012
Review Responses	31 <sup>ST</sup> May 2012
Issue RFP	29 <sup>TH</sup> June 2012
Close RFP	15 <sup>TH</sup> August 2012
Review proposals	28 <sup>TH</sup> September 2012
Short listing and recommendations	19 <sup>TH</sup> October 2012
Notify preferred bidder of successful tender	12 <sup>TH</sup> November 2012
Contract negotiations	15 <sup>TH</sup> December 2012

**CONTACTS**

**Name:** Mark Snyders

**Job Title:** IT Portfolio Manager (ICTM)

**Contacts:** 011 583 0531

**Name:** Lebotse Menoe

**Job Title:** Business Relationship Manager (ICTM)

**Contacts:** 011 583 0514

**Name:** Tarryn Foster

**Job Title:** Commercial Specialist (Supply Chain Services)

**Contacts:** 011 584 0602

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*NB. Once all responses and/or presentations were considered, TFR may at its discretion issue a Request For Proposal (RFP) for the required services. Should TFR decide to issue a Request for Proposal this will be limited to respondents to the RFI.*

## 5. PROPOSED PROCESS OVERVIEW

This RFI is for Integrated Capacity Simulation, Train Planning and Resource Scheduling

- Transnet reserves the right to accelerate or retard the above time line schedule according to prevailing circumstances and the operational environment within Transnet.
- TRANSNET will not consider submissions received after the due date and timelines stipulated herein and submissions delivered to any address or deposited in any box other than specified herein will be regarded as late submission/s and will be disqualified.
- Any additional information or clarifications prior to the closing of the RFI should be submitted in writing and will be responded to in writing and may be faxed or e-mailed to all participants.

## 6. COMMUNICATIONS

Suppliers are to direct all enquiries regarding this RFI to the **RFI administrator**, at the following e-mail address: Tarryn.Foster@transnet.net. All enquiries will be responded to electronically and information shared with all Respondents. Enquiries will be accepted until close of business on 18<sup>th</sup> April 2012 after which no enquiries will be entertained.

## 7. BRIEFING SESSION

An information session will be held in the form of a "Questions and Answers" discussion session, at which time any queries will be attended to and responses provided to participating contenders.

### Information session details:

Date: 13<sup>th</sup> March 2012  
Time: 09H30 until 11H45



Venue: Transnet Freight Rail  
Umjantshi A Boardroom  
Inyanda House 2  
13-15 Girton Road  
Parktown  
Johannesburg

This RFI document is to be presented at the briefing session and the attached Attendance Certificate MUST be signed by the RFI administrator and such signed certificate must accompany your submission. Although the briefing session is not compulsory, attendance by respondents is strongly recommended.

## 8. RFI SUBMISSION

Responses should be submitted in triplicate and in written format only (hardcopy).

Responses must reach the Chairperson, Transnet Acquisition Council on or before the closing time and date shown above and must be enclosed in a sealed envelope which must have inscribed on the outside:

**"RFI HOAC\_HO\_8391 - Integrated Capacity Simulation, Train Planning Resource Scheduling,  
Closing time and date: 10h00 Tuesday 24<sup>TH</sup> April 2012."**

If posted, the envelope must be addressed to the Chairperson, Transnet Acquisition Council, P O Box 4244, Johannesburg, 2000 and must be dispatched in time for sorting by the Post Office into P O Box 4244, before the closing time. If a tender is received late, the Tenderer's franking machine impression will not be accepted as proof that the tender was posted in time.

If delivered by hand, the tender is to be delivered to the Chairperson, Transnet Freight Rail Acquisition Council, Inyanda House, 21 Wellington Road, Parktown, Johannesburg, 2001 with the inscription detailed above, appearing on the exterior of a **sealed envelope**.

It should be noted that the above-mentioned tender box is in the foyer of Inyanda House 1, 21 Wellington Road and is accessible to the Public 24 hours a day, 7 days a week.

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**Please note that this request closes punctually at 10:00 on 24<sup>TH</sup> of April 2012.**

The envelope must NOT contain documents relating to any other RFI / tender, other than that shown on the envelope.

NO E-MAIL OR FACSIMILE SUBMISSIONS WILL BE CONSIDERED.

## 9. RFI SCHEDULE

The schedule of this RFI is as follows:

Date of Issue:	05 <sup>th</sup> March 2012
Briefing Session:	13 <sup>th</sup> March 2012
RFI Submission Date:	24 <sup>th</sup> April 2012
Option / Validity date:	31 <sup>st</sup> July 2012

It should be noted that suppliers may propose an earlier validity period, but that such submissions may be disregarded for this reason. The above dates are subject to change by Transnet Freight Rail at any time. Transnet Freight Rail will notify Suppliers of any changes to these dates.

Suppliers are to provide the name and contact details of a duly mandated person with whom Transnet Freight Rail may communicate on behalf of their company.

Name: \_\_\_\_\_

Tel: \_\_\_\_\_

Fax: \_\_\_\_\_

E-mail: \_\_\_\_\_

## 10. INSTRUCTIONS FOR COMPLETION OF THIS RFI:

- Please ensure that all documents are read and understood
- Create 3 hardcopies of RFI document
- Sign all three sets of documents, sign and date the bottom of each page. All three sets of documents to be submitted to the address specified above.

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- Three CD's containing the electronic version of the entire RFI must accompany submission.
- The format and layout of this document is not to be altered at all. Any change to this layout and / or format will result in the offer being disqualified.

**11. DOCUMENTS TO ACCOMPANY SUBMISSION:**

- US 7 ~ Standard Terms and Conditions of Contract.
- CSS 5 ~ General Tender Conditions

**NOTE:** Unless otherwise expressly stated herein, all Submissions furnished pursuant to this request shall be deemed to be firm responses. Any exceptions to this RFI must be clearly and specifically noted. TRANSNET reserves the right to reject any or all offers for any reason.

**FAILURE TO OBSERVE THE STIPULATED REQUIREMENTS MAY RESULT IN THE RFI BEING DISQUALIFIED.**

**12. UNDERTAKING OF BIDDERS/ SUPPLIERS**

I/WE

\_\_\_\_\_ (name)

Of

\_\_\_\_\_ (company)

submit information on **Integrated Capacity Simulation, Train Planning Resource Scheduling** in accordance with the specification requirements and terms and conditions as set out in this document.

**13. PROPRIERTY ARTICLES USED AS SAMPLES:**

When a patented article is used as a sample or when the name of a manufacturer or of a certain trade mark or brand is quoted, it shall only be to indicate the type or quality of the article required and not to limit competition to that article.

**14. SIGNING OF RFI / SUBMISSION DOCUMENTS:**



By signing the RFI/bid document, I/we acknowledge that I/we have acquainted myself/ourselves with the terms and conditions governing this RFI, including those contained in any printed form to form part thereof and TRANSNET LTD will recognize no claim for relief based on an allegation that the proposer overlooked any such condition or failed to properly take into account for the purpose of calculating my/our RFI/offer prices or otherwise.

## **15. ADMINISTRATIVE INFORMATION**

### **15.1 Confidentiality of TRANSNET Information**

This RFI, and all information provided to the Supplier in connection herewith, is confidential and proprietary information. The Supplier may not disclose this RFI, or any information that TRANSNET may provide the Supplier to assist the Supplier in developing a Submission, to any other person or entity without the prior written approval of TRANSNET. The Supplier may use such information solely for the purpose of responding to this RFI. In the absence of TRANSNET's prior written consent, the Supplier may not disclose to any third party or person that it has received this RFI, the substance of this RFI, or any TRANSNET decision with respect to the Supplier's Submission. The Supplier may not make copies of this RFI, nor other documents provided to the Supplier in connection herewith, without TRANSNET's prior written consent.

The Supplier will maintain accurate records of the names of persons who have seen this RFI (or other documents provided in connection herewith) and, upon TRANSNET's request, will identify all such persons to TRANSNET.

### **15.2 Confidentiality of RFI**

The Supplier's Submission shall become the sole and exclusive property of TRANSNET. TRANSNET reserves the right to modify, reject or use without limitation any or all of the ideas from the RFI's. TRANSNET will not disclose Supplier's confidential information in the Submission clearly marked as such, i.e., that which is not otherwise publicly available, to any party other than its attorneys, representatives, regulators or consultants in connection with the preparation of this Submission and the evaluation of received Submission/s. In the event any information supplied to TRANSNET is confidential, please note such confidentiality in a separate letter. TRANSNET is willing to execute a nondisclosure agreement acceptable to TRANSNET's

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legal counsel if requested by the Supplier in connection with the submission of its Offer or further negotiations.

### 15.3 News Releases

Suppliers who are submitting a response are not at liberty to discuss this RFI outside the TRANSNET Engineering Team. If a Supplier is awarded a contract, they are not to release the details, either orally or in writing, of this RFI without prior written consent of TRANSNET. TRANSNET shall review and approve any written news releases prior to release.

### 15.4 No Contractual Relationship

Nothing contained in this RFI creates, nor shall be construed to create, any contractual relationship between TRANSNET and any Supplier. TRANSNET makes no commitment in or by virtue of this RFI to purchase any services or supplies from any Supplier. Nor does receipt of any Supplier's RFI place TRANSNET under obligation to enter an agreement to purchase supplies/services ("Agreement") with that or any other Supplier. Such Agreement shall be in a form acceptable to TRANSNET's legal counsel and shall be signed by both parties. The Supplier agrees, however, to incorporate its representations set forth in its response to this RFI concerning performance into the Agreement. Each Submission shall constitute an offer, which remains valid until 31<sup>st</sup> July 2012. Any Offer submitted by a Supplier is subject to review by TRANSNET's Legal Counsel and negotiation of the offer.

### 15.5 RFI Costs and Liability

Expenses incurred in preparing and presenting the Offer to TRANSNET is the sole responsibility of the Supplier and may not be charged to TRANSNET in any way. The Supplier specifically agrees that TRANSNET shall have no legal liability of any kind for its actions in releasing this RFI, or considering and choosing among the Submission/s. Nor shall TRANSNET accept any liability

or responsibility for the Supplier's actions vis-à-vis TRANSNET or any third party in receiving and responding to this RFI.



### **15.6 Amendments to the RFI**

TRANSNET reserves the right to amend, modify, withdraw, cancel or terminate this RFI at any time. If the RFI is amended or modified, it will be in writing from TRANSNET. Suppliers are required to acknowledge all amendments in writing.

### **15.7 Exceptions to the RFI**

Any exception to the RFI by the Supplier must be explained in detail in writing. An exception is defined as the Supplier's inability to satisfy a requirement in the manner specified in the RFI. If the Supplier provides an alternative solution, the benefits of the alternative solution must be completely explained as well as any assumption made in proposing such solution. TRANSNET shall not be bound to consider such alternative solutions, but may do so at will.

### **15.8 Governing Law**

The laws of the Republic of South Africa shall govern any agreement between Supplier and TRANSNET.

### **15.9 Compliance**

Supplier shall be in full and complete compliance with any and all applicable state and local laws and regulations, including, without limitation, all Equal Employment Opportunity Commission regulations and requirements.

### **15.10 Right to Audit**

TRANSNET shall have the right to audit Supplier's books and records, upon reasonable advance notice, related to its performance under any agreement entered into between the parties.

### **15.11 Arbitration**

Supplier will be required to agree to TRANSNET's standard arbitration policy

## **16. DOCUMENTATION.**

This RFI consists of the following documentation:

- This RFI document
- General Tender Quotation, Form CSS5
- Transnet Suppliers Code of Conduct

**COMBINED DECLARATION REGARDING THE USE OF ELECTRONIC COPIES OF THIS RFI DOCUMENTATION AND CONFIRMATION OF ATTENDANCE AT THE INFORMATION SESSION.**





I, \_\_\_\_\_ (name), a duly  
authorised representative of

\_\_\_\_\_ (co  
mpany name),

hereby note and agree to the following conditions regarding  
the use of electronic copies of this tender document.

- Under no circumstances will the layout nor format be altered in any way.
- Under no circumstances will any information in the tender document, nor any accompanying specifications and / or annexures be altered in any way.
- No changes will be made to any detail nor requirements, in the accompanying tender documentation.

Furthermore I, the undersigned, UNDERSTAND AND ACCEPT, that should it at any stage be discovered, that the original electronic versions of the RFI documentation, specification/s and / or annexures were changed, it will lead to the immediate disqualification of the tender offer submitted.

The disqualification will be enforced at any stage of the RFI process, even if the changes are discovered after the business has been awarded. Transnet will not be held liable and is indemnified against any and all claims, for any costs incurred by such defaulting supplier.

It is furthermore certified that the above named person, representing the above named company, has today:

- Attended the information session
- Is conversant with the requirements of the RFI
- Have received a complete set of the RFI documents



\_\_\_\_\_  
\_\_\_\_\_  
Tender Administrator  
Representative

Company

\_\_\_\_\_  
Date

"Preview Copy Only"

\_\_\_\_\_  
Date: \_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_