

DELIVERED BY EMAIL

Passenger Rail Agency of South Africa

Prasa House
1040 Burnett Street
Hatfield
Pretoria

Attention: Mr Fani Dingiswayo
Email: fani.dingiswayo@prasa.com

Johannesburg Office

The Central
96 Rivonia Road
Sandton 2196 South Africa
Private Bag 10015
Sandton 2146
Docex 111 Sandton
Tel +27 11 535 8000
Fax +27 11 535 8600
www.werksmans.com

YOUR REFERENCE:

OUR REFERENCE: Mr S July/lm/SARC0001.581/#6431869v1

DIRECT PHONE: +27 11 535 8163

DIRECT FAX: +27 11 535 8663

EMAIL ADDRESS: sjuly@werksmans.com

9 October 2019

Dear Mr Dingiswayo

ALLEGATIONS OF MISCONDUCT IN THE APPOINTMENT OF SWIFAMBO RAIL LEASING PROPRIETARY LIMITED

INTRODUCTION

- 1 We have been requested to conduct an inquiry into whether there is a basis upon which to institute disciplinary action against the employees of the Passenger Rail Agency of South Africa ("**PRASA**") involved in the process of awarding of the contract to provide locomotives to Swifambo Rail Leasing Proprietary Limited ("**Swifambo**").
- 2 This inquiry is made consequent upon the High Court's finding that the appointment of Swifambo was plagued with fraud, corruption and procurement irregularities. Whilst the Court does not make particular findings in respect of individuals to be subjected to disciplinary process, the Court held as follows –

"25.4 PRASA has provided a good reason why the evidence was not given by the particular persons or the persons who created the document. The evidence is merely derived from contemporaneous documents and PRASA's official records. Molefe's statement under oath is entirely satisfactory and has stated that the documents for part of PRASA's official records. They were provided to him by independent investigators and the veracity of those documents can be tested by an examination of the documents that were annexed to the founding and replying affidavits."

- 3 Accordingly, this inquiry is based on an examination of the papers which were before the Court in the above application followed up by consultations with the employees who were involved in the process of appointing Swifambo. What follows in a conspectus of our preliminary findings.

Werksmans Inc. Reg. No. 1990/007215/21 Registered Office The Central 96 Rivonia Road Sandton 2196 South Africa

Directors D Hertz (Chairman) OL Abraham C Andropoulos JKOF Antunes DA Arteiro T Bata LM Becker JD Behr AR Berman NMN Bhengu Z Bliden HGB Boshoff GT Bossr TJ Boswell MC Brönn W Brown PF Burger PG Cleland JG Cloete PPJ Coetser C Cole-Morgan JN de Villiers R Driman D Gewer JA Gobetz R Gootkin ID Gouws GF Griessel J Hollesen MGH Honiball VR Hosiosky BB Hotz HC Jacobs TL Janse van Rensburg N Harduth G Johannes S July J Kallmeyer A Kenny R Killoran N Kirby HA Kotze S Krige PJ Krusche P le Roux MM Lessing E Levenstein JS Lochner K Louw JS Lubbe BS Mabasa PK Mabaso MPC Manaka JE Meiring H Michael SM Moerane C Moraitis PM Mosebo KO Motshwane NPA Motsiri A Ngidi JJ Niemand BPF Olivier WE Oosthuizen Z Oosthuizen S Padayachy M Pansegrouw S Passmoor D Pisanti T Potter BC Price AA Pyzikowski RJ Raath A Ramdhin MDF Rodrigues BR Roothman W Rosenberg NL Scott TA Sibidla LK Silberman S Sinden DE Singo JA Smit JS Smit BM Sono CI Stevens PO Steyn J Stockwell JG Theron PW Tindle SA Tom JJ Truter KJ Trudgeon DN van den Berg AA van der Merwe HA van Niekerk JJ van Niekerk FJ van Tonder JP van Wyk A Vatalidis RN Wakefield DC Walker L Watson D Wegierski G Wickins M Wiehahn DC Willans DG Williams E Wood BW Workman-Davies

JOHANNESBURG • CAPE TOWN • STELLENBOSCH • TYGER VALLEY



BACKGROUND

- 4 In 2015, Werksmans was instructed by PRASA to conduct an investigation into the lawfulness of the process followed by PRASA in awarding Swifambo a contract for the provision of Diesel/Electrical and/or Diesel – Electric Locomotives under tender number HO/SCM/223/11/2011 ("the tender").
- 5 The Werksmans investigation uncovered, *inter alia*, that –
 - 5.1 PRASA's procurement processes were not followed in the appointment of Swifambo;
 - 5.2 Swifambo did not meet the specification set out in the tender;
 - 5.3 there were elements of fraud in the appointment of Swifambo; and
 - 5.4 the appointment of Swifambo was unlawful and was not compliant with the Public Finance Management Act 1 of 1999 ("PFMA").
- 6 Consequent on the findings of the Werksmans investigation, PRASA launched an application to review and set aside the appointment of Swifambo. The matter came before Francis J who handed down judgement on 3 July 2017, setting aside the appointment of Swifambo.

INQUIRY INTO ALLEGATIONS OF MISCONDUCT

- 7 PRASA has a supply chain management policy that applies to all of its business units, all levels and types of procurement. It is incumbent on PRASA's employee's to adhere to its procurement policies at all times.
- 8 Whilst some employees are implicated for their active participation in the appointment of Swifambo, in that they acted fraudulently or with impropriety, other employees are implicated for their passive participation, in that they were members of the committees which were and/or ought to have been involved in making the decision to appoint Swifambo.
- 9 It is against the adherence to PRASA's procurement policies, including compliance with the PFMA, that we assess the employee's conduct to ascertain misconduct.

PRASA's Procurement Process

- 10 The procurement process is initiated by an employee or authorised business unit of PRASA ("the end-user"), requiring goods or services and requests the involvement of supply chain management ("SCM") for the acquisition of the said goods or services.
- 11 SCM is responsible for the management and coordination of the SCM function, including the initiation and preparation of request for proposals ("RFP") from prospective service providers, initiation and management of the Cross Functional Sourcing Committee ("CFSC") and bid committees. The Chief Procurement Officer ("CPO") is ultimately responsible for the overall SCM function, the implementation of SCM policies and procedures.
- 12 Once the procurement process has been initiated by an end-user, the CPO, in consultation with the end-user, appoints members of the CFSC. The CFSC is responsible for designing and checking bid specifications, compiling bid documents, facilitating the allocation of evaluations criteria and weighting, evaluating of all bids against the criteria stipulated in the bid document, ensuring all bids comply with policies, procedures and regulations and maintaining records to ensure the existence of an audit trail.



- 13 Thereafter, the proposals from bidders are evaluated by the Bid Evaluation Committee ("BEC"). The BEC evaluates and scores bidders against the criteria stipulated in the bid documents and ascertains which bidder best meets the needs described in bid documents.
- 14 Following the BEC process, the Bid Adjudication Committee ("BAC") and/or the Corporate Tender and Procurement Committee ("CTPC"), which we are given to understand are made up of the same members, consider the procedure followed by committees and persons involved in the procurement process and makes a recommendation to the Finance, Capital Investment and Procurement Committee ("FCIP") regarding the preferred bidder.
- 15 The FCIP is a sub-committee of PRASA's Board of Control and approves recommendations, within its delegated authority, made to it in respect of bids.

Bid Committees

- 16 The bid committees in question are the BEC, BAC/CTPC and the FCIP. Although PRASA's procurement policy requires that the bid specifications should be designed by the CFSC, this was not done in this bid, as all the specifications for the tender were authored by Mr Daniel Mtimkulu. The bid specifications are attached hereto marked "A".

The BEC

- 17 The CPO, Chris Mbatha, established the BEC on 22 March 2012. Its members consisted of –
 - 17.1 Ntombeziningi Shezi (chairperson);
 - 17.2 Thabo Mahlobogwane;
 - 17.3 Peter Stow;
 - 17.4 Benedict Khumalo;
 - 17.5 Jabulani Nkosi; and
 - 17.6 Joseph Magoro.
- 18 From the documents provided, the BEC convened on two dates, namely, 27 March 2012 and 23 June 2012. Pursuant to the meeting of 23 June 2012, the BEC compiled a report stating that a compliance check had been undertaken with the assistance of SCM. The BEC recommended that Swifambo be appointed as the preferred bidder. A copy of the BEC minutes of 27 March 2012 and the BEC report is attached hereto marked "B" and "C" respectively. Whether or not the BEC actually met, is a matter still to be determined.
- 19 According to the BEC minutes at annexure B, it is recorded that the BEC objected to procurement process followed. Furthermore, it would also seem that the calculations made by the BEC to find Swifambo as the preferred bidder had been manipulated in favour Swifambo.
- 20 To the extent that the BEC was indeed convened and recommended Swifambo as the preferred bidder, the BEC failed to discharge its duties in terms of PRASA's SCM policy.

The BAC/CTPC

- 21 Whilst a distinction is drawn in the papers between the BAC and the CTPC, we are given to understand, from our consultations, that the BAC and CTPC are the same committee, alternatively, that they have the same members performing the same function. This is



corroborated by the document, entitled "Bid Adjudication Report" which suggests that they are the same committee, stating, "[o]n 12 July 2012, the Bid Adjudication Committee of PRASA (CTPC) adjudicated and approved the recommendation of the Bid Evaluation Committee." The BAC report is attached hereto marked "D".

22 The BAC/CTPC's members include –

- 22.1 Tiro Holele (chairperson);
- 22.2 Chris Mbatha;
- 22.3 Sphiwe Mathobela;
- 22.4 Jerita Mothshologane;
- 22.5 Maishe Bopape;
- 22.6 Martha Ngoye;
- 22.7 Ntombezingi Shezi; and
- 22.8 Sydney Khuzwayo.

23 From the minutes provided, it would seem that the CTPC convened on 11 July 2012 and resolved to recommend Swifambo as the preferred bidder. The CTPC minutes are attached hereto marked "E". It is rather curious that the document at annexure E is neither signed, nor does it record the deliberations of the committee. The document simply records the committee's resolution. It would have been expected that the minutes of a meeting termed "*extra-ordinary meeting*" would record the exceptional nature of the particular meeting and record the deliberations around such meeting.

24 What is further curious is that the BAC report, at annexure D, is that –

- 24.1 the BAC report is dated 23 June 2012, whereas the report itself records that the BAC/CTPC sat on 12 July 2012. It is impossible that the BAC report, being the report of the CTPC, would predate the actual sitting of the BAC/CTPC;
- 24.2 the minutes of the BAC record that the BAC/CTPC sat on 11 June 2012 to consider the bids, whereas the BAC report records that's the BAC/CTPC sat on 12 June 2012. It seems improbable that the same committee would record having had the same meeting on two different dates;
- 24.3 the words "Bid Evaluation Report" appear at the footer of the document. When compared against the BEC report, at annexure C, both the BEC and BAC reports are surprisingly similar; and
- 24.4 the BAC report is not signed.

25 We are advised, in our consultations with the members of the BAC/CTPC, that the BAC/CTPC never convened to consider the bids and that the above meetings were never had.

26 In light of the above, the authenticity of the documents at annexure D and E are questionable.

27 In any event, there is no reference to an "out-right" purchase of locomotives in the BAC report. Furthermore, the recommendations made by the BAC, to the extent that such recommendations



were actually made, was for the appointment of Swifambo as the preferred for the dual and E3000 locomotives. There is accordingly a parity between the recommendations made by the BAC/CTPC and the decision ultimately taken in respect of Swifambo.

The FCIP

28 According to the founding affidavit in the abovementioned application, the FCIP convened on 19 July 2019 and that its members included –

28.1 Bridgette Gasa;

28.2 Lucky Montana;

28.3 Xolile George;

28.4 Ntebo Nkoenyane; and

28.5 Mawethu Vilana.

29 We have not been provided with documentation to corroborate this, however, we have scheduled the necessary consultations to verify this aspect of our inquiry.

The GCEO's Recommendation report

30 Attached hereto marked "F" is the GCEO's recommendations for the appointment of Swifambo as the preferred bidder. This report bears the same curiosities as those identified in the BAC report.

31 There is no basis whatsoever for the inclusion of this report in the consideration of the appointment of Swifambo. PRASA's procurement policy makes no provision for the GCEO to make recommendations in respect of a bid of the value awarded to Swifambo. In the premises, this is contrary to PRASA's procurement policies.

CONCLUSION

32 We confirm that we are at an advanced stage of our inquiry. We have considered the documents contained in the abovementioned court application and are in the process of finalising consultations with individuals who participated in the appointment of Swifambo.

33 We consider this process of utmost importance as the outcome of this process will provide clarity on whether or not, given the documents which are intended to be used in the contemplated disciplinary process, PRASA can sustain allegations of misconduct against those employee's involved in the appointment of Swifambo.


34 It is our preliminary view that there are grounds upon which to level and sustain allegations of misconduct against certain employee's for their involvement in the appointment of PRASA.

Yours faithfully


Werksmans Inc.

"A"

"FA34"

File Ref	PRASA-RAIL: Locomotive Specification			 prasa PUBLIC TRANSPORT AUTHORITY
Creation Date	2011-02-10		Last Edit Date	02/10/2011 1:16
Doc No. &		Author	Dr D. Mtimkulu	Page 1 of 7


333

Locomotive Specification

Locomotive	BASIC CHARACTERISTICS
Date	November 2011

The purpose of this specification and user requirement covers all PRASA-RAIL operational area's.

B3

File Ref	PRASA-RAIL: Locomotive Specification			 prasa
Creation Date	2011-02-10	Last Edit Date	02/10/2011 1:16	
Doc No. &		Author	Dr D. Mtshkulu	Page 2 of 7

334

REQUEST FOR EXPRESSION OF INTEREST (RFEI)

ELECTRIC, DIESEL-ELECTRIC, AND/OR DIESEL LOCOMOTIVES

1.0 General

The Passenger Rail Agency of South Africa (PRASA) is desirous to lease locomotives for the:

- haulage of passenger trains on various national routes operated by the PRASA divisions in the various regions.
- shunting of Metrorail rolling stock repair depots. (Cape Town, Johannesburg, Pretoria, and Durban). These shunting locomotives will further be utilized for sectional occupations and movement of permanent way/electrical OHE supply materials on Metrorail lines, special tasks as well as emergency and abnormal situations.

2.0 Business requirement

Currently PRASA leases locomotives for shunt operations in the depots and has a shortfall on this operational requirement as well as on the requirements for passenger train haulage.

3.0 Main and Alternative Offers

Interested parties are invited to submit their interest on any one of the following offers, individually or in combination.

However, documents should be presented to clearly differentiate between the different alternatives so as to prevent any confusion.

Interested parties should clearly indicate their supply strategy, estimated timelines with respect to the making available of the said locomotives.

4.0 Locomotive Types

The current established shortfalls for main line passenger train haulage are as follows:

Hybrid Diesel-electric 25kV ac locomotives: 88


Note: In the event a strong feasibility of offer for the hybrid Diesel – 25kV ac locomotives more competitively compared with the 3kV DC and 25kV ac locomotives, preference would be given to the hybrid Diesel – 25kV ac

The current established shortfalls for shunting requirements will also be covered by 88 loco's

4.1 Offer:

The PRASA will lease and operate the locomotives with its own operating crews

BS

File Ref	PRASA-RAIL: Locomotive Specification			 prasa <small>Passenger Rail Service Agency</small>
Creation Date	2011-02-10		Last Edit Date	02/10/2011 1:16
Doc No. &		Author	Dr D. Mtinkulu	Page 3 of 7

4.2 Alternative 1:

335

To provide locomotives on a 5 year, renewable, lease. The nominal costs associated with the items below shall be indicated

- Full maintenance program
- Full overhaul program if applicable
- Insurance (excl passenger related liability)
- Dry Rate (excluding diesel and lubrication)
- Board and lodge for any maintenance technical crews
- Monthly and annual lease costs must include costs such as and not limited to:
 - Full maintenance program
 - Full overhaul program

4.3 Alternative 2:

To provide locomotives on a 15 Year lease with an option of buying. The nominal costs associated with the items below shall be indicated

- Partial maintenance program
- Full overhaul program if applicable
- Insurance (excl passenger related liability)
- Dry Rate (excluding diesel and lubrication)
- Board and lodge for any maintenance technical crews
- Monthly and annual lease costs must include costs such as and not limited to:
 - Full maintenance program
 - Full overhaul program

5.0 Operations

PRASA will accept responsibility for the safe operations of the locomotives whilst under its control. This will include train compilation and shunting, train movement and train control, and staging.

6.0 Personnel

Locomotive Personnel


- PRASA will provide all the train drivers and train assistants.
- PRASA may require training of train drivers and or assistants. Proposals are invited to be included on the scope, duration and cost of training from the interested parties in the context of the complexity of the offered equipment.

7.0 Submission requirements of RFEI

- Closing date: dd/mm/yy
- Address: SCM address and responsible person.

Delivery: By hand in suitable containers, secured, addressed to The Chief Procurement Officer, PRASA, Pvt Bag X101, Braamfontein, 2017, and with the Company's identification clearly indicated. If more than one container is used, they should be marked in range (1 of 3, 2 of 3 and 3 of 3). Queries: All queries shall be directed to:

PS
D

File Ref	PRASA-RAIL: Locomotive Specification			 prasa
Creation Date	2011-02-10	Last Edit Date	02/10/2011 1:16	
Doc No. &		Author	Dr D. Mtinkulu	Page 4 of 7

By Post:

The Group Chief Procurement Officer, PRASA, Pvt Bag X101, uMjantshi House, 2017
Or by e-mail cmbatha@prasa.com

336

8.0 Evaluation process.

The various submissions will be scrutinized and a pre qualification process may be followed where the elimination of less suitable submissions will be done. PRASA may thereafter only continue with the preferred suppliers through a tender process with more detailed user requirements.

9.0 General Vehicle Performance Parameters

9.1 Power Rating, Line Speeds and Hours of use

The starting tractive effort requirements are of the order of 305 kN for mainline passenger haulage, and of the order of 750hp – 1000hp for shunting operations.

Current maximum operating line speeds are >100 Km/hr. Locomotives for main line passenger trains may be in use for more than 72 hours Availability: 100% during operational requirements, with Mean Distance Between Failures of not less than 100,00Km

9.2 Shunt locos: Submissions are welcomed should 88 Hybrid Diesel-25 KV ac not be available

Nominal shunted loads: 800 metric tones, unbraked on level gradient

Maximum shunt speed in shunt yards: 8 Km/hr

Maximum line speed: 60 Km/hr

Ability to drive from either end of shunt loco – as an option

Hours In use per day: 6 hours – 18 hrs

Availability: 100% during operational requirements, with Mean Distance Between


Failures of not less than 100,00Km

9.3 Diesel-electric locomotives: Submissions are welcomed should 88 Hybrid Diesel-25 KV ac not be available

Offers are required for diesel-electric locomotives with an option of auxiliary power of 110 VDC instead of the current standard 72 VDC. Comments are also required on the provision of both 72 VDC and 110 VDC.

Availability: 100% during operational requirements, with Mean Distance Between Failures of not less than 100,00Km

BS

File Ref	PRASA-RAIL: Locomotive Specification			 prasa
Creation Date	2011-02-10		Last Edit Date	02/10/2011 1:16
Doc No. &		Author	Dr D. Mtshkulu	Page 5 of 7

9.4 Environmental Conditions

The fleet must be able to operate under a range of ambient conditions likely to be encountered within the South African climate, including all forms of precipitation including severe driving rain and snow without reduced performance. Ambient temperature range external is -10°C to +45°C (40°C in the shade). Relative humidity of 10% - 95%.

The fleet must be able to withstand any effects caused by the extremely severe electric storms which occur in South Africa and withstand any effects caused by ice, severe dust, and iron particle laden wind conditions. Coastal areas are humid, salty, and have extremely corrosive conditions. Inland areas are dry, dusty, and have very windy conditions. Winds up to 80 km/h, with gusts 120 km/h, occasionally 250 km/h are expected. The fleet must be able to operate between 0m and 1800m above sea level.

9.5 Signalling and Telecommunications Interference

Electromagnetic interference with the signalling and communications systems must comply with all requirements of: SPOORNET Infrastructure (Signals) Specification - Electromagnetic Computability Between Railway Signal Equipment and Motorised Vehicles on Metro Lines (CSE-1174-008 Category E42).

9.6 Traction Power Supply

a) 3 kV DC power supply.


Under voltage 1850 V DC
Minimum continuous line voltage 2100 V DC
Nominal line voltage 3000 V DC
Maximum continuous line voltage 3600 V DC
Regeneration limit 3750 V DC
Maximum short time line voltage 3900 V DC
System over voltage 4000 V DC
Maximum observed transient voltage 4200 V DC
Continuous rating of sub-station HSCB 2,000A
HSCB tripping times for local and remote faults 40 – 100ms
HSCB rate of current rise trip 200 – 1,500 A/ms
Impulse (1.2/50 micro seconds impulse) withstand level +130 to -140kV
Power frequency withstand level 40kV
Regenerative braking accepted currents are 1,000 to 2,000A on certain routes only.

b) Diesel - 25 kV , 50 Hz ac Traction Power Supply

Continuous rating: 20 MVA
Two (2) hour rating: 1.5 X Continuous rating
Half hour rating: 2 X Continuous rating
Continuous Output current: 800 A
Nominal output voltage: 25,000 V
No load voltage: 25,000 V
Bus bar voltage range in traction: 19 kV – 27.5 kV (the locomotive could experience 17 kV to 30 kV)

337

PS
Q

File Ref	PRASA-RAIL: Locomotive Specification				 prasa <small>Passenger Rail Service of South Africa</small>
Creation Date	2011-02-10		Last Edit Date	02/10/2011 1:16	
Doc No. &		Author	Dr D. Munkulu	Page 6 of 7	

9.7 Noise Levels

Noise levels outside the rolling stock does not exceed 80 dBA at platform level under any conditions and at any service speed.

9.8 Additional Mechanical Data Couplers

Standard AAR approved coupling system shall be used. The coupling system shall be compatible, interface freely with and be safe for application with the SASKOP MS –type coupling system as used on mainline passenger and metro(sub-urban) passenger coaches. (refer to drawing CME 68/10719-478).

The uncoupling mechanism shall be configured such that a shunter overseeing the coupling/uncoupling does not have to enter the area between the locomotive and any adjoining vehicle during the process.

Coupler height above rail top:

Nominal 889mm (range 880 – 895mm) – Locomotive coupler height must allow easy coupling with all types of rolling stock with the following coupler ranges:

- o Mainline passenger coaches: 865 – 910mm
- o Metro (sub-urban) passenger coaches: 865 – 915mm
- o Freight wagons: empty 845 – 910mm; laden 825 – 910mm

Vehicle Loading Gauge:

Refer to drawings BE 83-252, BE 82 -12 and BE 82 -11.

9.9 Track

- o Gauge: 1065mm, +5mm, -3mm
- o Nominal radius of sharpest curve: 120m
- o Gauge widening on 120m curve: 20mm
- o Sharpest turnout: 1 in 7
- o

Grade changes on sharpest parabolic vertical curve: rate of 240mm/20m/20m in depots and 150mm/20m/20m in yards and 40mm/20m/20m in running lines Super elevation of outer rail on 120m radius curve: 90mm at 50Km/hr max Maximum rate of change of super elevation into and out of a curve: 1in 500 Axle Load: Maximum 20 tonne.

BASIC CHARACTERISTICS

Locomotive:

Axle arrangement Bo'Bo'

Track gauge 1065 mm


Locomotive weight 88 Tons per EN15528)

Maximum speed Up to 200km/h

Nominal UIC Power 2.250 kW

338

Rs

File Ref	PRASA-RAIL: Locomotive Specification			 prasa
Creation Date	2011-02-10		Last Edit Date	02/10/2011 1:16
Doc No. &		Author	Dr D. Mtimkulu	Page 7 of 7

Brake system UIC Electroneum.

Structure Monocoque

Number of cabs 2

Starting tractive effort 305 kN

Minimum curve 160 m

Fuel tank > 5.000 l

Multiple traction 3 units (27 pines)

Diesel Engine

Manufacturer EMD

Model 12N-710-G3C-IIIA

UIC Power 2.454 kW

Cylinder number V 12 (45°)

Bore and Stroke 230,19 mm x 279,4 mm

Engine speed 904 rpm

Electric Transmission

Main generator TA12

Companion Generator CA9E.

Traction motors 1TB2624FM (AC)

Dynamic Brake 150 KN

339

B
A

SUPPLY CHAIN MANAGEMENT
BID EVALUATION MEETING DIESEL/ELECTRIC LOCOMOTIVES II
27 MARCH 2012
THE MEETING PLACE: PRASA HOUSE, EAST WING, ROOM 101, HATFIELD, PRETORIA.

MINUTES OF MEETING

1. OPENING:

1.1	<u>Welcome:</u> Senior Procurement Manager Miss Ntombeziningi Shezi opened the meeting and Welcomed everybody present.	NS
<u>Attendance register</u>		<u>Index</u>
	Ntombeziningi Shezi	NS
	Benedict Khumalo	BK
	Thabo Mahlobogwane	TM
	Jabulani Nkosi	JN
	Peter Stow	PS
	Joseph Magoro	JM
1.2	<u>Apologies/Absent:</u> Jerita Motshologane	JM



2	DETERMINATION OF AGENDA:	
2.1	First set and second set of Minutes would form the agenda on items standing.	ALL
3.	<i>First Set was not adopted because there were no minutes generated.</i>	

ITEMS	DESCRIPTION	RESOLUTION	RESPONSIBLE PERSON
3.1.	<p>PURPOSE OF THE MEETING.</p> <ul style="list-style-type: none"> • NS outlined the purpose of the meeting to everybody in that, the objective was to try and find the best possible bidder. • Secondly the bidder's submissions must talk to the specification as given. <p>ISSUES OF COMPLIANCE</p> <ul style="list-style-type: none"> • Joseph was asked if SCM did compliance check on the tenders, he responded positively however he also brought it to the attention of the team that, Brenda, the consultant has not finished as yet to do hers, unfortunately at the time of starting the evaluation she was not finished as yet, she will do hers later. • Some errors were highlighted during compliance checking and members felt like some tenders were or should not have been allowed to cross-over to evaluation stage. • Compliance checklist by the consultant was given to the 	<p>✓ All members were to satisfy themselves in terms of compliance for all submitted bids.</p> <p>✓ Members were not happy about rather poor compliance checking from SCM instead decided to work together to check and verify compliance in accordance with the given criteria to satisfy themselves.</p> <p>✓ They unanimously agreed to continue to evaluate all and would later make an impartial decision collectively.</p>	<ul style="list-style-type: none"> • SCM & the Team <p>Bid Committee</p> <p>Chairperson ruled in favour of the committee.</p>



	<p>committee at the last meeting of the May 2012.(see</p> <p>Files were scrutinised</p>	<p>✓ CRM consortium and RRL Grindrod were to be disqualified immediately for both failure to submit the compliance documents as well as placing compliance documents in envelope 2 in case of RRL Grindrod.</p> <p>✓ HARVDAP</p> <p>✓ Form D not signed</p> <p>✓ Briefing attended by someone different (Dr Katsouras)</p> <p>✓ Tax clearance certificate in file</p> <p>✓ Copies of directors in file.</p> <p>✓ BBBEE certificate in file</p> <p>✓ SWIFAMBO RAIL LEASING</p> <p>✓ Form D signed and in file</p> <p>✓ Company registration documents (MAFORI's,not Swifambo)</p> <p>✓ Tax clearance certificate, that of Mafori, expires on the 23/02/2013.</p> <p>✓ BBBEE certificate, Mafori's.</p>	<p>TBA (chairperson)</p> <p>THELO INVESTMENT</p> <ul style="list-style-type: none">• Form D signed• Company registration documents in file• Tax clearance certificate in file• BBBEE certificate in file <p>GE SOUTH AFRICA</p> <ul style="list-style-type: none">• Form D signed and in file• Company registration documents in file• Tax Clearance certificate• BBBEE certificate in file <p>RRL GRINDROD.</p> <ul style="list-style-type: none">• Form D not signed(attended briefing though)• Company registration documents in file.• Tax clearance certificate in file• Copies of directors not in file.• BBBEE certificate
--	--	---	--



	<p>The RFP</p> <p>Bidders are requested to submit proposals for two options</p> <ol style="list-style-type: none">1. Five year renewable lease with full maintenance program.2. Ten year lease with a full transfer of ownership thereafter. <p>POINTS TO LOOK FOR.</p> <ul style="list-style-type: none">• LOCOMOTIVES WITH BOTH DUAL ABILITIES TO USE DIESEL AND ELECTRIC WITH RELATIVE EASE.• DUAL CABS BECAUSE ONE CAB IS ONLY GOOD FOR SHANTING PURPOSES IN THE YARD.• MAXIMUM SPEED OF AT LEAST 100KM TO NEGOTIATE• EASE OF MAINTANABILITY (that is components change out)• BE ABLE TO NEGOTIATE	<p>✓ HYBRID</p> <p>✓ 3KV DIESEL</p> <p>✓ 1.RRL GRINDROD</p> <p>✓ 2.SWIFAMBO</p> <p>✓ (whom gave us also an option of euro-diesel for both Coco and Bobo versions)</p>	<p>25 KV DIESEL</p> <p>NOT A SINGLE COMPANY COMPLIED.</p> <p>SCM</p>	
--	---	--	--	--



	<p>MINIMUM RADIUS OF AT LEAST 120M OF SHARPEST CURVE.</p> <ul style="list-style-type: none">• MINIMUM LOISE LEVEL OF 80 DECIBELS.• VACUUM & AIR BRAKING SYSTEM.• POWER TOGUE OUTPUT ACCORDING TO SPEC. (Emd) Engine ideal.			
	<p>THE EVALUATION STAGE</p> <p>RRL GRINDROD</p> <ul style="list-style-type: none">• Upon perusal of their file and response, they do not specify or describe at any point as to whatever is applicable over here could be used over there?• I think we can still score them because other solutions are compatible with the spec. <p>Remember the sheet that which we use to score on , is for both Hybrid and Diesel only.</p> <p>Remember the sheet covers for both , therefore I would rule lets move on.</p> <p>Solution</p>		PS	
			TM	
			NS	
	<p>Single Cab is a Thee (3) and two Cabs is a five (5).</p>			



Bid Evaluation, Provision of Diesel-Electric Locomotives Meeting.



	<p>components change out, they do not speak much about it =1</p> <ul style="list-style-type: none">• Operability <p>Cab layout</p> <p>DIESEL LOCOMOTIVES</p> <p>16 cylinder EMD engine and main generator they offer EMD AR 100 14 Ac and we are looking for TAR.</p> <p>They quoted for full maintenance for five years and all insurance included/ (exclude diesel) but includes all maintenance material (vat exclusive)</p> <p>SWIFAMBO RAIL LEASING.</p> <ul style="list-style-type: none">• On their dual loco's , we looking for it's ability to negotiate a minimum of 120m on curve and they offer above.• Both coaches can operate under 3kv of which in addition Swifambo can offer these on both the Coco – Diesel –dual & Bobo – Diesel –dual <ul style="list-style-type: none">• Maintainability <p>They both did well</p> <p>Maintenance plan</p> <p>Gave us a detailed plan as against others.</p>			
--	--	--	--	--



	Financial			
--	-----------	--	--	--

RSQ



6.	GENERAL:			
	NONE			ALL
13.	CLOSURE:			
	NS thanked everybody for being present at the meeting and advised that we must reconvene again soon.			NS
14.	DATE OF NEXT MEETING:			
	TBA			NS

Handwritten signature/initials

"C" 375

"FA48"

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

**BID EVALUATION REPORT
FOR
PROVISION OF DIESEL –ELECTRIC LOCOMOTIVES
TENDER NUMBER: HO/SCM/223/11/2011**

sh
B. G.

376

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

BID EVALUATION REPORT

Chairperson of the BEC

Recommend / not recommended

Signature: 

Date:

6/2
Bella

377

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

CONTENT

1. BACKGROUND AND INTRODUCTION.....	5
2. PURPOSE OF THE REPORT	5
3. CONSTITUTION OF THE BID EVALUATION COMMITTEE	5
4. SCOPE OF WORK	8
5. EVALUATIONS.....	8
6. RECOMMENDATION OF THE BID EVALUATION COMMITTEE.....	12

6/8
P3

378

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

LIST OF APPENDICES

Appendix 1: Technical Evaluation Sheet

Appendix 2: Briefing Session Attendance Register

Appendix 3: Compliance Assessment Sheet

6/4
P. S. A.

1. Background and Introduction

On 27 and 28 November 2011, PRASA issued a tender for procurement of Provision of Diesel –Electric Locomotives. The tender advertisement was issued on the following newspaper publication: City Press, Pretoria News, The star, Cape Times and Natal Mercury.

On 9 December 2011, a compulsory briefing session was held and twenty six bidders attended. Attached is the copy of the attendance register marked Appendix 2.

On 9 March 2012, the tender closed. Prior to the cut off time PRASA received five bids.

2. Purpose of the Report

The purpose of this report is to:

- Outline the process followed by the Bid Evaluation Committee;
- Outline the rules of the Bid Evaluation Committee;
- Discuss the outcomes of the evaluation process; and
- Make a recommendation to the Bid Adjudication Committee.

3. Constitution of the Bid Evaluation Committee

On 22 March 2012, the Chief Procurement Officer appointed the Bid Evaluation Committee. The Bid Evaluation Committee is constituted and appointed in accordance with the Procurement Policy of PRASA.

On 27 March 2012, the Bid Evaluation Committee started with the evaluation process. The Bid Evaluation Committee adopted the following rules and processes for the evaluation:

- The Bid Evaluation Committee will evaluate on Individual scoring;
- All bid evaluation members shall form a quorum at all times and the chairperson shall be part of the quorum;
- The proceedings of the Bid Evaluation Committee shall be recorded;
- All Bid Evaluation Committee members shall sign the confidentiality and conflict of Interest undertaking; and
- All Bid Evaluation Committee members shall keep the proceedings of the Bid Evaluation Committee confidential at all times.

380

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



3.1 The following are the members of the Bid Evaluation Committee:

Name	Position	Department
Ntombeziningi Shezi	Chairperson	SCM PRASA-CRES
Thabo Mahlobogwane	Member	PRASA Rail
Peter Stow	Member	PRASA Rail
Benedict Khumalo	Member	PRASA-CORP Legal
Jabulani Nkosi	Member	PRASA-CORP ICT
Joseph Magoro	Member	SCM PRASA-CORP

3.2 The following parties in alphabetical order submitted tenders by the closing date:

Bidder Full Name	Abbreviated Name
Harvdap	Harvdap
GE South Africa Technology	GE
RRL Grindrod	RRL
Mafori Financing t/a Swifambo Rail Leasing	Mafori / t/a Swifambo
Thelo Rolling Stock Leasing	Thelo
CRM Consortium	CRM

381

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



3.3 Evaluation criteria

The evaluation criteria as set out in the RFP were as follows:

Evaluation criteria	Weighting
Technical	50%
Pricing	40%
BEE	10%
Bank Rating	Compliance
Security Screening	Compliance
TOTAL	100%

3.4 Bid Evaluation Process

The following is the bid evaluation process as stipulated in the Request for Proposals:

LEVEL	DESCRIPTION
Verify completeness	The Bid is checked for completeness and whether all required documentation, certificates; verify completeness warranties and other Bid requirements and formalities have been complied with. Incomplete Bids will be disqualified.
Verify compliance	The Bids are checked to verify that the essential RFP requirements have been met.
Detailed Evaluation of Technical	Detailed analysis of Bids to determine whether the Bidder is capable of delivering the Project in terms of business and technical requirements. Bidders must achieve at least 70% within the technical evaluation.
BBBEE	Evaluate BBBEE Evaluation
Price Evaluation	Bidders will be evaluated on price offered.
Scoring	Scoring of Bids using the Evaluation Criteria.
Recommendation	Recommendation of the Bid Evaluation Outcome

The bid evaluation process that was followed was based on the process as stipulated in the Request for Proposals.

6/7/12

382

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



4. SCOPE OF WORK

The scope of work for this tender is:

Provision of locomotives on lease basis for the haulage of passenger trains on various national routes operated by the PRASA and shunting of Metrorail rolling stock repair depots.

The following type of locomotives are required:

- 88 Hybrid Diesel-electric 25kV ac locomotives;
- Note: In the event a strong feasibility of offer for the hybrid Diesel – 25kV ac locomotives more competitively compared with the 3kV DC and 25kV ac locomotives, preference would be given to the hybrid Diesel – 25kV ac.

Option 1

To provide locomotives on a 5 year, renewable, lease.

Option 2

To provide locomotives on a 15 Year lease with an option of buying.

5. EVALUATIONS

5.1 Completeness

The bids that were received were checked for completeness. Of the six bids that were submitted five are complete and one was incomplete. The incomplete bid is from CRM Consortium which only submitted company profiles without a tender submission and tender forms.

5.2 Pre-qualification Process (Compliance)

The compliance assessment was undertaken for the bids received. The compliance assessment was undertaken with the assistance of the Supply Chain Management Official. The table below indicates the outcome of the compliance assessment:

Bidder Name	Compliant	Non Compliant
Harvdap	X	

PK
6/18

383

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

GE South Africa Technology	X	
RRL Grindrod	X	
Mafori Financing t/a Swifambo Rail Leasing	X	
Thelo Rolling Stock Leasing	X	
CRM Consortium		X
Harvdap	X	

5.3 Technical Evaluation

The Request for Proposals stipulated that bidders must achieve a minimum of 70% threshold of the technical component to proceed to the BBBEE and Financial evaluation. The threshold was set at 70% threshold to ensure that the bidder who is successful in this tender is able to deliver the Locomotives required.

The bidders that met the compliance requirements were evaluated. The technical component of the Request for Proposals accounts for 50 points out of 100 points. Thus the table below indicates the weighted scores that bidders achieved on technical evaluation which is 50 points (these figures are rounded off to the nearest hundred):

Bidder	Weighted Score	Percentage
Harvdap	20.5	41%
GE South Africa Technology	29	58%
RRL Grindrod	27	54%
Mafori Financing t/a Swifambo Rail Leasing	35	70%
Thelo Rolling Stock Leasing	25	50%

The detailed breakdown of the technical evaluation is in Appendix 1.

5.4 BBBEE Evaluation

The following table indicates the BBBEE scores awarded to the bidders based on 10 points, thus the weighted scores are:

 ps.
6/9
A

384

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASADEN RAIL AGENCY
OF SOUTH AFRICA

BEE EVALUATION: DIESEL ELECTRIC LOCOMOTIVES - 10 POINTS

Tenderers	B-BBEE Levels	Weighting	% Difference	B-BBEE Scores	Black Shareholding	Black Equity Score	Total Score
Harvdap Investment Solutions (Pty) Ltd.	Level 4	10	35%	6.5	26.0%	2.6	9.1
GE South Africa Technologies (Pty) Ltd.	Level 3	10	25%	7.5	25.1%	2.5	10.0
Mafori Finance Vryhedi t/a Swifambo Rail Leasing	Level 4	10	35%	6.5	50.0%	5.0	11.5
Thelo Rolling Stock Leasing (Pty) Ltd.	Level 4	10	35%	6.5	0.0%	0.0	6.5
RRL Grindrod South Africa	Level 1	10	0%	10.0	51.8%	5.2	15.2
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0

PS-1
6/10

385

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



5.5 Price Evaluation

The price/financial evaluation were undertaken based on the following formula as issued with the RFP:

$$PS = 40 \left[\frac{1 - (PT - P_{min})}{P_{min}} \right]$$

The financial evaluation was only done for the Bidder who achieved 70% technical threshold which is Mafori Financing t/a Swifambo Rail Leasing.

BIDDER	WEIGHTED SCORE
Mafori Financing t/a Swifambo Rail Leasing	40

The following is the detailed discussion on the financial proposal of Mafori Financing t/a Swifambo Rail Leasing:

Swifambo Rail Leasing ("SRL")

SRL has provided a comprehensive proposal including the purchase price of the locomotives as well as the anticipated maintenance costs over a 15 year period. They have provided three different options and each is detailed below.

The following are SRL's offers:

	USD
Cost per locomotive	4 642 550
Cost for 88 locomotives	408 544 382
Estimated maintenance cost over 15 years	226 265 701

	USD
Cost per locomotive	5 308 410

RS 6/11

386

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



Cost for 88 locomotives	467 140 039
Estimated maintenance cost over 15 years	171 507 667

DUAL CURRENCY	USD
Cost per locomotive	5 591 712
Cost for 88 locomotives	492 070 630
Estimated maintenance cost over 15 years	186 141 886

5.6 Combined Scores

Finally, all the different components of evaluation that is Technical, BBBEE and Financial were added together. The combined points achieved by the bidders for the evaluation are as follows:

BIDDER	Technical	BBBEE	Financial	Total Point	Rankings
Mafori Financing t/a Swifambo Rail Leasing	35	6.5	40	81.5	1

6. Recommendation of the Bid Evaluation Committee

The Bid Evaluation Committee has undertaken the evaluation process in accordance with the process as stipulated in the Request for Proposals and is satisfied that the process was fair, just and equitable and thus in accordance with section 217 of the Constitution of the Republic of South Africa and the PRASA Procurement Policy.

The Bid Evaluation Committee having discharged its duties in accordance with the authority and powers granted to it by the Chief Procurement Officer makes the following recommendation to the Bid Adjudication Committee:

- 6.1 Mafori Financing t/a Swifambo Rail Leasing be appointed as a preferred bidder;
- 6.2 the CPO appoint a negotiation team to enter into negotiations with Swifambo Rail Leasing and if the negotiations are successful the negotiated agreement

13/6/12

387

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES




be submitted to the GCEO for recommendation to the (FCP) Board of PRASA;
and

- 6.3 that if the decision of the Bid Evaluation Committee is irregular, incorrect and/or flawed the Bid Adjudication Committee makes a decision that it deems fit, fair and just.


Ntombeziningi Shezi

Chairperson of the Bid Evaluation Committee

B 6/13


COMPLIANCE ASSESSMENT LOCOMOTIVES**Bids Received**

1. Harvadap Investment Solution (Pty) Ltd
2. Thelo Rolling Stock Leasing (Pty) Ltd
3. CRM Consortium
4. RRL Grindrod
5. GE South Africa
6. Swifambo Rail Leasing (Pty) Ltd

ITEM	Harvadap	Thelo Rolling Stock	CRM Consortluma	RRL Grindrod	GE South Africa	Swifambo
TAX CLEARANCE	Yes	Yes	No	Yes	Yes	Yes
BRIEFING SESSION ATTENDANCE	Yes	Yes	No	Yes	Yes	Yes
BBBEE CERTIFICATE	Yes	Yes	No	Yes	Yes	Yes
TENDER FORMS COMPLETE AND SIGNED	Yes	Yes	No	Yes	Yes	Yes

CRM Consortium has not submitted its compliance documents they must be disqualified.

RRL Grindrod must be disqualified for placing their compliance documents in envelop 2

At
6/14
ll

389

BEE EVALUATION: DIESEL ELECTRIC LOCOMOTIVES - 20 POINTS (10 B-BBEE Levels + 10 Black Equity)							
Tenderers	B-BBEE Levels	Weighting	% Difference	B-BBEE Scores	Black Shareholding	Black Equity Score	Total Score
Harvdp Investment Solutions (Pty) Ltd.	Level 4	10	35%	6.5	26.0%	2.6	9.1
GE South Africa Technologies (Pty) Ltd.	Level 3	10	25%	7.5	25.1%	2.5	10.0
Mafori Finance Vryhedi t/a Swifambo Rail Leas	Level 4	10	35%	6.5	50.0%	5.0	11.5
Thelo Rolling Stock Leasing (Pty) Ltd.	Level 4	10	35%	6.5	0.0%	0.0	6.5
RRL Grindrod South Africa	Level 1	10	0%	10.0	51.8%	5.2	15.2
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0

R.
 6/15
 21

PROVISION OF DIESEL - ELECTRIC LOCOMOTIVES TENDER NUMBER HO/SCM/223/11/2011	WEIGHTS	Harvard Investment Solutions (Pty) Ltd	GE South Africa Technologies	RRL Grindrod	Swfambo Rail Leasing	Thelo Rolling Stock Leasing
Technical Evaluation / Locomotives Request for Proposal						
GENERAL REQUIREMENTS						
Previous Experience 3 letters	5	2	8.4	8.2	8.8	4
Demonstrate Pinadical Capability	3	5	25	4	25	5
GENERAL VEHICLE PERFORMANCE	2	5	17	12	19	15
Traction effort 305kN for Main Line Passenger	5	11.4	12.2	7.2	15	11.4
Achieve Speed 120KM/h	2	25	25	20	25	25
100% availability during operational requirements with Mean Distance Between Failures not less than 120,000km	1	17	25	12	25	25
BASIC CHARACTERISTICS : LOCOMOTIVES	2	15	11	4	25	7
Track gauge 1065 mm	10	26.4	36.8	38.4	41.6	36.8
Brake system - Airbrake	1	15	20	20	25	20
Brake system - Vacuum	1	15	20	20	25	20
Number of cabs	1	9	12	12	23	12
Nominal Radius of shpest curve 120m	1	15	18	20	13	20
Fuel Tank > 5,000 L	1	15	20	20	25	20
Multiple traction - minimum 3 units	1	9	34	20	27	12
Locomotive weight 85 Tons per EN 15528	1	15	20	20	25	20
An option of auxiliary power of 110 VDC	1	9	20	20	5	20
Standard AAR approved coupling system to be used	1	15	20	20	25	20
Environment	5	4	8.8	10.4	4.6	11
Noise Levels not exceed 80 dbA	2	12	4	12	5	5
Demonstrate that it will operate in South African Climate Conditions	2	4	20	20	9	25
Operate between 0m and 1800m	1	4	20	20	9	25
Signalling and Telecommunication Interference						
Comply with all requirements of TFR Infrastructure (Signals) Specification		2				

AS
6/16

SA

Traction Power Supply DC									
3kV diesel-electric	15	0	0	17.6	17.6	0	0	0	0
Under voltage 1850 V DC	1	0	0	20	20	0	0	0	0
Minimum continuous line voltage 2100 V DC	1	0	0	4	4	0	0	0	0
Nominal line voltage 3000 V DC	1	0	0	4	4	0	0	0	0
Maximum continuous line voltage 3600 V DC	1	0	0	16	16	0	0	0	0
Regeneration limit 3750 V DC	1	0	0	4	4	0	0	0	0
Maximum short time line voltage 3900 V DC	1	0	0	4	4	0	0	0	0
System over voltage 4000 V DC	1	0	0	4	4	0	0	0	0
Maximum observed transient voltage 4200 V DC	1	0	0	4	4	0	0	0	0
Continuous rating of sub-station HSCB 2,000A	1	0	0	4	4	0	0	0	0
HSCB tripping times for local and remote faults 40 – 100ms	1	0	0	4	4	0	0	0	0
HSCB rate of current rise trip 200 – 1,500 A/ms	1	0	0	4	4	0	0	0	0
Impulse (1.2/50 micro seconds impulse) withstand level +130 to -140kV	1	0	0	4	4	0	0	0	0
Power frequency withstand level 40kV	1	0	0	4	4	0	0	0	0
Regenerative braking accepted currents are 1,000 to 2,000A on certain routes only	1	0	0	4	4	0	0	0	0
MAINTENABILITY									
ease of component change out	5	14.4	17.4	15.8	16.8	8.6	8.6	8.6	8.6
availability of spares	1	5	25	20	5	25	25	25	25
Driver and assistant training	1	25	25	20	20	4	4	4	4
provision of maintenance plan	1	5	7	20	14	4	4	4	4
Technical support	1	12	5	4	20	5	5	5	5
OPERABILITY	1	25	25	20	25	5	5	5	5
driver cab layout/operator ergonomics	1	23	25	20	15	25	25	25	25
driver display unit- functionality	2	25	25	20	25	25	25	25	25
driver cab option	1	19	17	12	25	17	17	17	17
event recorder	1	18	25	20	25	25	25	25	25
DIESEL ENGINE									
Manufactures EMD	1	15	4	20	25	3	3	3	3
Model 12N-710-G3C-II/A	1	3	4	4	25	3	3	3	3
UIC Power 2,454 KW	3	15	16	4	25	11	11	11	11
Cylinder number V 12	1	0	0	1	10	0	0	0	0
Bore and Stroke 230,19 mm x 279.4 mm	1	9	20	4	17	15	15	15	15
Engine speed 904 rpm	1	3	20	4	25	15	15	15	15
Main generator TA12	1	3	3	4	25	2	2	2	2
Companion Generator CAGE	1	3	4	4	25	3	3	3	3
Traction motors 1TB2624FM (AC)	1	3	12	4	5	9	9	9	9
Dynamic Brake 150 KN	2	3	20	20	25	15	15	15	15
Traction effort 750hp – 1000hp for shunting operations	1	15	20	20	25	15	15	15	15
Diesel	50	90.2	130.6	109	156.2	111.4	111.4	111.4	111.4
Hybrid	50	75.2	102	108	122.4	90.2	90.2	90.2	90.2

55.7
45.1

54.5
54

65.3
51

45.1
37.6

PS
6/17

21

391

392

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES TENDER NUMBER HO/SCM/223/11/2011	WEIGHTS	Harvrap Investment Solutions (Pty) Ltd	GE South Africa Technologies	RRL Grindrod	Swifambo Rail Leasing	Thelo Rolling Stock Leasing
GENERAL REQUIREMENTS						
Previous Experience 3 letters	5	2	8.4	3.2	8.8	4
Demonstrate Financial Capability	3	5	25	4	25	5
GENERAL VEHICLE PERFORMANCE						
Traction effort 305KN for Main Line Passenger	2	25	25	20	25	25
Achieve Speed 120KM/h	1	17	25	12	25	23
100% availability during operational requirements with Mean Distance Between Failures not less than 220,000km	2	15	11	4	25	7
BASIC CHARACTERISTICS : LOCOMOTIVES						
Track gauge 1065 mm	10	26.4	36.8	38.4	41.6	36.8
Brake system - Airbrake	1	15	20	20	25	20
Brake system - Vacuum	1	15	20	20	25	20
Number of cabs	1	9	12	12	23	12
Nominal Radius of steepest curve 120m	1	15	18	20	13	20
Fuel Tank > 5,000 L	1	15	20	20	25	20
Multiple traction - minimum 3 units	1	9	14	20	17	12
Locomotive weight 88 Tons per EN 15528	1	15	20	20	25	20
An option of auxiliary power of 110 VDC	1	9	20	20	5	20
Standard AAR approved coupling system to be used	1	15	20	20	25	20
Environment						
Noise Levels not exceed 80 dBA	5	4	8.8	10.4	4.6	11
Demonstrate that it will operate in South African Climate Conditions	2	12	4	12	5	5
Operate between 0m and 1800m	1	0	0	0	0	0
Signalling and Telecommunication Interference						
Comply with all requirements of TRH Infrastructure (Signal) Specification	2	4	20	20	9	25
			0	0	0	0
			20	20	9	25

25/11/18
2

393

Traction Power Supply DC	15	0	0	0	17.6	17.6	0
3kV diesel-electric	1	0	0	0	20	20	0
Under voltage 1850 V DC	1	0	0	0	4	4	0
Minimum continuous line voltage 2100 V DC	1	0	0	0	4	4	0
Nominal line voltage 3000 V DC	1	0	0	0	16	16	0
Maximum continuous line voltage 3600 V DC	1	0	0	0	4	4	0
Regeneration limit 3750 V DC	1	0	0	0	4	4	0
Maximum short time line voltage 3900 V DC	1	0	0	0	4	4	0
System over voltage 4000 V DC	1	0	0	0	4	4	0
Maximum observed transient voltage 4200 V DC	1	0	0	0	4	4	0
Continuous rating of sub-station HSCB 2,000A	1	0	0	0	4	4	0
HSCB tripping times for local and remote faults 40 - 100ms	1	0	0	0	4	4	0
HSCB rate of current rise trip 200 - 1,500 A/ms	1	0	0	0	4	4	0
Impulse (1.2/50 micro seconds impulse) withstand level +130 to -140kV	1	0	0	0	4	4	0
Power frequency withstand level 40kV	1	0	0	0	4	4	0
Regenerative braking accepted currents are 1,000 to 2,000A on certain routes only	1	0	0	0	4	4	0
MAINTENABILITY	5	14.4	17.4	16.8	16.8	16.8	8.6
ease of component change out	1	5	25	20	5	25	25
availability of spares	1	25	25	20	20	20	4
Driver and assistant training	1	5	7	20	14	20	4
provision of maintenance plan	1	12	5	4	20	20	5
Technical support	1	25	25	20	25	25	5
OPERABILITY	1	1	18.0	14.4	14.4	18.4	18.4
driver cab layout/operator ergonomics	1	23	25	20	15	25	25
driver display unit functionality	2	25	25	20	25	25	25
driver cab option	1	19	17	12	25	17	17
event recorder	1	18	25	20	25	25	25
DIESEL/DIGITAL MOTIVE	1	15	23.6	16.6	16.6	21.7	21.7
Manufactures EMD	1	15	4	20	25	3	3
Model 12N-710-G3C-IIA	1	3	4	4	25	3	3
UIC Power 2.454 KW	3	13	16	4	25	11	11
Cylinder number V 12	1	0	0	1	10	0	0
Bore and Stroke 230,19 mm x 279,4 mm	1	9	20	4	17	15	15
Engine speed 904 rpm	1	3	20	4	25	15	15
Main generator TA12	2	3	3	4	25	2	2
Companion Generator CA9E	1	3	4	4	25	3	3
Traction motors 1TB2624FM (AC)	1	3	12	4	5	9	9
Dynamic Brake 250 KN	2	3	20	20	25	15	15
Traction effort 750hp - 1000hp for shunting operations	1	15	20	20	25	15	15
Diesel	50	90.2	130.6	109	156.2	111.4	111.4
Hybrid	50	75.2	102	108	122.4	90.2	90.2

45.1 55.7
37.6 45.1

54.5 54
54.5 54

65.3 51

6/19/25
AP

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

"FAGH"

439

BID ADJUDICATION REPORT
FOR
PROVISION OF DIESEL -ELECTRIC LOCOMOTIVES
TENDER NUMBER: HO/SCM/223/11/2011

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

440

BID ADJUDICATION REPORT

Chairperson of the BAC

Signature: _____

Recommend / not recommended

Date: _____

B. R.



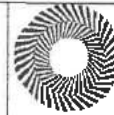
441

CONTENT

1. BACKGROUND AND INTRODUCTION.....	5
2. PURPOSE OF THE REPORT	5
3. CONSTITUTION OF THE BID EVALUATION COMMITTEE	5
4. SCOPE OF WORK	8
5. EVALUATIONS.....	8
6. RECOMMENDATION OF THE BID EVALUATION COMMITTEE.....	14
7. APPENDIX 1	15

BSA

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

442

LIST OF APPENDICES

Appendix 1: Technical Evaluation Sheet

Appendix 2: Briefing Session Attendance Register

Appendix 3: Compliance Assessment Sheet

PL
SA



443

1. Background and Introduction

On 27 and 28 November 2011, PRASA issued a tender for procurement of Provision of Diesel -Electric Locomotives. The tender advertisement was issued on the following newspaper publication: City Press, Pretoria News, The star, Cape Times and Natal Mercury.

On 9 December 2011, a compulsory briefing session was held and twenty six bidders attended. Attached is the copy of the attendance register marked Appendix 2.

On 9 March 2012, the tender closed. Prior to the cut off time PRASA received five bids.

On 12 July 2012, the Bid Adjudication Committee of PRASA (CTPC) adjudicated and approved the recommendation of the Bid Evaluation Committee.

2. Purpose of the Report

The purpose of this report is to:

- Outline the process followed by the Bid Adjudication and Evaluation Committees;
- Outline the rules of the Bid Evaluation Committee;
- Discuss the outcomes of the evaluation process; and
- Make a recommendation to the GCEO.

3. Constitution of the Bid Evaluation Committee

On 22 March 2012, the Chief Procurement Officer appointed the Bid Evaluation Committee. The Bid Evaluation Committee is constituted and appointed in accordance with the Procurement Policy of PRASA.

On 27 March 2012, the Bid Evaluation Committee started with the evaluation process. The Bid Evaluation Committee adopted the following rules and processes for the evaluation:

- The Bid Evaluation Committee will evaluate on individual scoring;
- All bid evaluation members shall form a quorum at all times and the chairperson shall be part of the quorum;
- The proceedings of the Bid Evaluation Committee shall be recorded;
- All Bid Evaluation Committee members shall sign the confidentiality and conflict of Interest undertaking; and
- All Bid Evaluation Committee members shall keep the proceedings of the Bid Evaluation Committee confidential at all times.

[Handwritten signature]

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

3.1 The following are the members of the Bid Evaluation Committee:

444

Name	Position	Department
<i>Ntombeziningi Shezi</i>	Chairperson	SCM PRASA-CRES
Thabo Mahlobogwane	Member	PRASA Rail
Peter Stow	Member	PRASA Rail
Benedict Khumalo	Member	PRASA-CORP Legal
Jabulani Nkosi	Member	PRASA-CORP ICT
Joseph Magoro	Member	SCM PRASA-CORP

3.2 The following parties in alphabetical order submitted tenders by the closing date:

Bidder Full Name	Abbreviated Name
<i>Harvdap</i>	Harvdap
GE South Africa Technology	GE
RRL Grindrod	RRL
Mafori Financing t/a Swifambo Rail Leasing	Mafori / t/a Swifambo
Thelo Rolling Stock Leasing	Thelo
CRM Consortium	CRM

[Handwritten signature]

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES

**prasa**PASSENGER RAIL AGENCY
OF SOUTH AFRICA

3.3 Evaluation criteria

445

The evaluation criteria as set out in the RFP were as follows:

Evaluation criteria	Weighting
Technical	50%
Pricing	40%
BEE	10%
Bank Rating	Compliance
Security Screening	Compliance
TOTAL	100%

3.4 Bid Evaluation Process

The following is the bid evaluation process as stipulated in the Request for Proposals:

LEVEL	DESCRIPTION
Verify completeness	The Bid is checked for completeness and whether all required documentation, certificates; verify completeness warranties and other Bid requirements and formalities have been complied with. Incomplete Bids will be disqualified.
Verify compliance	The Bids are checked to verify that the essential RFP requirements have been met.
Detailed Evaluation of Technical	Detailed analysis of Bids to determine whether the Bidder is capable of delivering the Project in terms of business and technical requirements. Bidders must achieve at least 70% within the technical evaluation.
BBBEE	Evaluate BBBEE Evaluation
Price Evaluation	Bidders will be evaluated on price offered.
Scoring	Scoring of Bids using the Evaluation Criteria.
Recommendation	Recommendation of the Bid Evaluation Outcome

The bid evaluation process that was followed was based on the process as stipulated in the Request for Proposals.

P5

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

4. SCOPE OF WORK

446

The scope of work for this tender is:

Provision of locomotives on lease basis for the haulage of passenger trains on various national routes operated by the PRASA and shunting of Metrorail rolling stock repair depots.

The following type of locomotives are required:

- 88 Hybrid Diesel-electric 25kV ac locomotives;
- Note: In the event a strong feasibility of offer for the hybrid Diesel – 25kV ac locomotives more competitively compared with the 3kV DC and 25kV ac locomotives, preference would be given to the hybrid Diesel – 25kV ac.

Option 1

To provide locomotives on a 5 year, renewable, lease.

Option 2

To provide locomotives on a 15 Year lease with an option of buying.

5. EVALUATIONS

5.1 Completeness

The bids that were received were checked for completeness. Of the six bids that were submitted five are complete and one was incomplete. The incomplete bid is from CRM Consortium which only submitted company profiles without a tender submission and tender forms.

5.2 Pre-qualification Process (Compliance)

The compliance assessment was undertaken for the bids received. The compliance assessment was undertaken with the assistance of the Supply Chain Management Official. The table below indicates the outcome of the compliance assessment:

Bidder Name	Compliant	Non Compliant
Harvdap	X	

PSA

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

GE South Africa Technology	X	
RRL Grindrod	X	
Mafori Financing t/a Swifambo Rail Leasing	X	
Thelo Rolling Stock Leasing	X	
CRM Consortium		X
Harvdap	X	

447

5.3 Technical Evaluation

The Request for Proposals stipulated that bidders must achieve a minimum of 70% threshold of the technical component to proceed to the BBBEE and Financial evaluation. The threshold was set at 70% threshold to ensure that the bidder who is successful in this tender is able to deliver the Locomotives required.

The bidders that met the compliance requirements were evaluated. The technical component of the Request for Proposals accounts for 50 points out of 100 points. Thus the table below indicates the weighted scores that bidders achieved on technical evaluation which is 50 points (these figures are rounded off to the nearest hundred):

Bidder	Weighted Score	Percentage
Harvdap	20.5	41%
GE South Africa Technology	29	58%
RRL Grindrod	27	54%
Mafori Financing t/a Swifambo Rail Leasing	35	70%
Thelo Rolling Stock Leasing	25	50%

Scores for the Diesel Option

Bidder	Weighted Score	Percentage
Harvdap	22.5	45.1%

B

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES**prasa**
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

GE South Africa Technology	32.65	65,3%
RRL Grindrod	27.5	54.5%
Mafori Financing t/a Swifambo Rail Leasing	39.05	78.1%
Thelo Rolling Stock Leasing	27.85	55.7%

448

Scores for the Dual Option

Bidder	Weighted Score	Percentage
Harvdap	18.8	37.6%
GE South Africa Technology	25.5	51%
RRL Grindrod	27	54%
Mafori Financing t/a Swifambo Rail Leasing	30.6	61.2%
Thelo Rolling Stock Leasing	22.5	45.1%

The detailed breakdown of the technical evaluation is in Appendix 1.

5.4 Discussion on Bidders**Swifambo Rail Leasing**

Mafori Financing (Pty) Ltd trading as Swifambo Rail Leasing is a wholly owned subsidiary of Swifambo Holding which has the following shareholders:

- Auswell Mashaba
- Identity Capital Partners (Pty) Ltd
- Thintamakhosima Empowerment Trust
- Hadassah Mining House (Pty) Ltd

The Technical Partner of Swifambo Leasing is Vosslo Espana a locomotive manufacturing and supplying company that has been in operation since 1897. Vosslo is an international European company that employs approximately 4900 employees.

GE South Africa Technologies

GE South Africa Technologies in conjunction with General Electric and Transnet Rail Engineering have partnered in submission of this proposal to PRASA.

PSA

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

449

The bidder is GE South Africa Technologies (Pty) Ltd registration number 2008017142/07. GE South Africa Technologies is owned by Mineworkers Investment Company (Pty) Ltd and owned GE an American Company.

Harvdap Investment Solutions (Pty) Ltd

Harvdap Investment Solutions (Pty) Ltd is owned by Virtual Investment Group Ltd (74%) and Dap Holdings (pty) Ltd (26).

The Technical Partner of Harvdap is National Railway Equipment Company (NREC). The NREC was established in 1980 and is a Canadian Company.

5.5 BBEE Evaluation

The following table indicates the BBEE scores awarded to the bidders based on 10 points, thus the weighted scores are:

BEE EVALUATION: DIESEL ELECTRIC LOCOMOTIVES - 10 POINTS							
Tenderers	B-BBEE Levels	Weighting	% Difference	B-BBEE Scores	Black Shareholding	Black Equity Score	Total Score
Harvdap Investment Solutions (Pty) Ltd.	Level 4	10	35%	6.5	26.0%	2.6	9.1
GE South Africa Technologies (Pty) Ltd.	Level 3	10	25%	7.5	25.1%	2.5	10.0
Mafori Finance Vryheid t/a Swifambo Rail Leasing	Level 4	10	35%	8.5	50.0%	5.0	11.5
Thelo Rolling Stock Leasing (Pty) Ltd.	Level 4	10	35%	6.5	0.0%	0.0	6.5
RRL Grindrod South Africa	Level 1	10	0%	10.0	51.8%	5.2	15.2
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0
		0	0%	0.0	0.0%	0.0	0.0

Handwritten signature

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

450

5.6 Price Evaluation

The price/financial evaluation were undertaken based on the following formula as issued with the RFP:

$$PS = 40 \left[\frac{1 - (PT - P_{min})}{P_{min}} \right]$$

The financial evaluation was only done for the Bidder who achieved 70% technical threshold which is Mafori Financing t/a Swifambo Rail Leasing.

BIDDER	WEIGHTED SCORE
Mafori Financing t/a Swifambo Rail Leasing	40

The following is the detailed discussion on the financial proposal of Mafori Financing t/a Swifambo Rail Leasing:

Swifambo Rail Leasing ("SRL")

SRL has provided a comprehensive proposal including the purchase price of the locomotives as well as the anticipated maintenance costs over a 15 year period. They have provided three different options and each is detailed below.

The following are SRL's offers:

	USD
Cost per locomotive	4 642 550
Cost for 88 locomotives	408 544 382
Estimated maintenance cost over 15 years	226 265 701

	USD
Cost per locomotive	5 308 410

450

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES

**prasa**PASSENGER RAIL AGENCY
OF SOUTH AFRICA

Cost for 88 locomotives	467 140 039
Estimated maintenance cost over 15 years	171 507 667

45)

Cost per locomotive	5 591 712
Cost for 88 locomotives	492 070 630
Estimated maintenance cost over 15 years	186 141 886

5.7 Combined Scores

Finally, all the different components of evaluation that is Technical, BBBEE and Financial were added together. The combined points achieved by the bidders for the evaluation are as follows:

BIDDER	Technical	BBBEE	Financial	Total Point	Rankings
Mafori Financing t/a Swifambo Rail Leasing	35	6.5	40	81.5	1

5.8 Considerations

It must be noted that in accordance with the RFP only one bidder has been considered for financial evaluation as they achieved the 70% threshold.

The Bid Adjudication Committee has considered the report of the Bid Evaluation Committee which recommends that Swifambo Rail Leasing be appointed as the preferred bidder for the entire scope of work for this tender.

The Bid Adjudication Committee has also considered the financial submission of all the Bidders. After careful consideration of the financial submissions of GE and Harvdap for the diesel locomotives which makes up 70% of the 88 Locomotives required by PRASA Rail. It is clear that the price of GE and Harvdap on the diesel locomotives is 50% less than that of Swifambo Rail Leasing. The following is the price of GE and Harvdap on the diesel locomotives:

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES

**prasa**PASSENGER RAIL AGENCY
OF SOUTH AFRICA

	USD
Cost per locomotive	3 150 000
Cost for 88 locomotives	277 200 000
Estimated maintenance cost over 15 years	225 992 617

452

Harvdap

	USD
Cost per locomotive	3 000 000
Cost for 88 locomotives	264 000 0000
Estimated maintenance cost over 15 years	Not detail included

6. Recommendation of the Bid Adjudication Committee

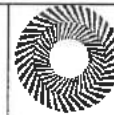
The Bid Adjudication Committee having discharged its duties in accordance with the authority and powers granted to it by the Procurement Policy of PRASA makes the following recommendation to the Board of PRASA:

- 6.1 Mafori Financing t/a Swifambo Rail Leasing be appointed as a preferred bidder for the dual and the E300 Locomotives;
- 6.2 The appointment of Mafori Financing t/a Swifambo Rail Leasing be based on outright purchase option;
- 6.3 the CPO appoint a negotiation team to enter into negotiations with Swifambo Rail Leasing and if the negotiations are successful the negotiated agreement be submitted to the GCEO for recommendation to the Board of PRASA;
- 6.4 PRASA enter into negotiations with GE and Harvdap on the diesel locomotives and negotiations are successful one of them be appointed to supply diesel locomotives; and
- 6.5 that if the decisions of the Bid Evaluation and Adjudication Committees are irregular, incorrect and/or flawed the GCEO makes a decision that it deems fit, fair and just.

Tiro Holele

Chairperson of the Bid Adjudication Committee

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

7. Appendix 1

453

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES TENDER NUMBER HO/SCM/223/11/2011	WEIGHT S	Harvdap Investme nt Solutions (Pty) Ltd	GE South Africa Technologi es	RRL Grindro d	Swifamb o Rail Leasing	Theo Rolling Stock Leasin g
GENERAL REQUIREMENTS	5	2	8.4	3.2	8.8	4
Previous Experience 3 letters	3	5	25	4	25	5
Demonstrate Financial Capability	2	5	17	12	19	15
GENERAL VEHICLE PERFORMANCE	5	11.4	12.2	7.2	15	11.4
Traction effort 305KN for Main Line Passenger	2	25	25	20	25	25
Achieve Speed 120KM>	1	17	25	12	25	25
100% availability during operational requirements with Mean Distance Between Failures not less than 120,00Km	2	15	11	4	25	7
BASIC CHARACTERISTICS : LOCOMOTIVES	10	26.4	36.8	38.4	41.6	36.8
Track gauge 1065 mm	1	15	20	20	25	20
Brake system – Airbrake	1	15	20	20	25	20
Brake system – Vacuum	1	15	20	20	25	20
Number of cabs	1	9	12	12	23	12
Nominal Radius of shrppest curve 120m	1	15	18	20	13	20
Fuel Tank > 5,000 L	1	15	20	20	25	20
Multiple traction - minimum 3 units	1	9	14	20	17	12
Locomotive weight 88 Tons per EN 15528	1	15	20	20	25	20
An option of auxilliary power of 110 VDC	1	9	20	20	5	20
Standard AAR approved coupling system to be used	1	15	20	20	25	20
Environment	5	4	8.8	10.4	4.6	11
Noise Levels not exceed 80 dBA	2	12	4	12	5	5
Demonstrate that it will operate in South African Climate Conditions	2	4	20	20	9	25
Operate between 0m and 1800m	1	4	20	20	9	25
Signalling and Telecommunication Interference						
Comply with all requirements of TFR Infrastructure (Signals) Specification		2				
Traction Power Supply DC	15	0	0	17.6	17.6	0
3kV diesel-electric	1	0	0	20	20	0

B A

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

454

Under voltage 1850 V DC	1	0	0	4	4	0
Minimum continuous line voltage 2100 V DC	1	0	0	4	4	0
Nominal line voltage 3000 V DC	1	0	0	16	16	0
Maximum continuous line voltage 3600 V DC	1	0	0	4	4	0
Regeneration limit 3750 V DC	1	0	0	4	4	0
Maximum short time line voltage 3900 V DC	1	0	0	4	4	0
System over voltage 4000 V DC	1	0	0	4	4	0
Maximum observed transient voltage 4200 V DC	1	0	0	4	4	0
Continuous rating of sub-station HSCB 2,000A	1	0	0	4	4	0
HSCB tripping times for local and remote faults 40 ~ 100ms	1	0	0	4	4	0
HSCB rate of current rise trip 200 – 1,500 A/ms	1	0	0	4	4	0
Impulse (1.2/50 micro seconds impulse) withstand level +130 to -140kV	1	0	0	4	4	0
Power frequency withstand level 40kV	1	0	0	4	4	0
Regenerative braking accepted currents are 1,000 to 2,000A on certain routes only	1	0	0	4	4	0
MAINTENABILITY	5	14.4	17.4	16.8	16.8	8.6
ease of component change out	1	5	25	20	5	25
availability of spares	1	25	25	20	20	4
Driver and assistant training	1	5	7	20	14	4
provision of maintenance plan	1	12	5	4	20	5
Technical support	1	25	25	20	25	5
driver cab layout/operator ergonomics	1	23	25	20	15	25
driver display unit functionality	2	25	25	20	25	25
driver cab option	1	19	17	12	25	17
event recorder	1	18	25	20	25	25
Manufactures EMD	1	15	4	20	25	3
Model 12N-710-G3C-IIIA	1	3	4	4	25	3
UIC Power 2,454 KW	3	15	15	4	25	11
		0	0	1	10	0
Cylinder number V 12	1	9	20	4	17	15
Bore and Stroke 230,19 mm x 279,4 mm	1	3	20	4	25	15
Engine speed 904 rpm	2	3	20	4	25	15
Main generator TA12	1	3	3	4	25	2
Companion Generator CA9E	1	3	4	4	25	3
Traction motors 1TB2624FM (AC)	1	3	12	4	5	9
Dynamic Brake 150 KN	2	3	20	20	25	15
Traction effort 750hp - 1000hp for shunting operations	1	15	20	20	25	15
Diesel	50	90.2	130.6	109	156.2	111.4
Hybrid	50	75.2	102	108	122.4	90.2
		45.1	65.3	54.5	78.1	55.7

RA

PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

455

		37.6	51	54	61.2	45.1
--	--	------	----	----	------	------

PS
[Signature]

"E"

"FAG3"

436



prasa

PASSENGER RAIL AGENCY
OF SOUTH AFRICA

**CORPORATE TENDER & PROCUREMENT
COMMITTEE (CTPC)**

EXTRA-ORDINARY MEETING: 10h00, 11 JULY 2012

**ROOM E124, EAST WING, PRASA HOUSE
1040 BURNET STREET, HATFIELD**

MINUTES OF MEETING

.....
CHAIRMAN: CTPC

DATE:

.....
SECRETARY: CTPC

DATE:

1



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

437

CORPORATE TENDER & PROCUREMENT COMMITTEE (CTPC)

ITEM NUMBER: 6

RESOLUTION MINUTE NUMBER:
HQ/PROC/CTPC 013/100 OF 11 JULY 2012

TENDER HO/SCM/223/11/2012: PROVISION OF DIESEL-ELECTRIC LOCOMOTIVES.

ITEM BEFORE THE CTPC FOR:

CONSIDERATION

NATURE OF ITEM BEFORE THE CTPC:

NEW BUSINESS

VALUE OF THE ITEM:

TO BE NEGOTIATED

% BEE EQUITY:

NOT INDICATED IN THE SUBMISSION

NAME/S OF TENDERER/CONTRACTOR/S:

MAFORI FINANCING, t/a SWIFAMBO RAIL
LEASING

CONTRACT/DELIVERY PERIOD:

AS PER THE OUTCOME OF THE NEGOTIATIONS

COMMENTS / REMARKS / CONDITIONS BY THE CTPC:

Dr Mthimkhulu, CEO, PRASA Technical presented the item and responded to questions raised by members of the Committee.

RESOLUTION TAKEN BY THE CTPC:

Concurred with the recommendation that:

- (A) Mafori Financing t/a Swifambo Rail Leasing be appointed as a preferred bidder; and
- (B) The GCEO appoint a negotiations team to negotiate with Swifambo Rail Leasing and if the negotiations are successful the negotiated agreement be submitted to the GCEO for recommendation to the (FCP) Board of PRASA.

.....
SIGNATURE: CHAIRPERSON

DATE:

7

438


prasa

 PASSENGER RAIL AGENCY
OF SOUTH AFRICA

PROCEDURAL:

1. WELCOME / APOLOGIES:

RESOLUTION MINUTE: HQ/PROC/CTPC 008/100 OF 11 JULY 2012

1.1 OPENING & WELCOME:

- 1.1.1 Chairman opened the meeting and welcomed everyone present.

1.2 PRESENT AT MEETING:

			<u>Index:</u>
• Tiro Holele	Chairman		TH
• Chris Mbatha	Member		CM
• Sipiwe Mathobela	Member		SM
• Jerita Mothshologane	Member		JM
• Maishe Bopape	Member		MB
• Martha Ngoye	Member		MN
• Ntombeziningi Shezi	Member		NS
Sidney Khuzwayo	Secretary		SK

1.2.1 APOLOGIES/ABSENT:

Kabelo Mantsane

1.2.2 PRESENTATION/S:

Justin Mnkandla, Sales and Marketing: Item 2
Siyaya DB Consulting Engineers: Items 3 and 4.
Dr Mthimkhulu, CEO, PRASA Technical: Item 6.
Sidney Khuzwayo, SCM: Item 7.

1.2.3 UBUNTU:

None.

1.2.4 CONSTITUTION OF A QUORUM:

The required quorum being present, the Chairman declared the meeting duly constituted and opened.

1.3 DECLARATION OF INTEREST:

Declaration of Interest / Confidentiality of Information

Signed declarations by members present were handed over to the Secretary. Members of the CTPC also declared verbally that they have no interest in or relationship with any of the tenderers/suppliers/agents/entities who have tendered/ quoted in the agenda items as tabled at the meeting of 11 July 2012.

2