PROVISION FOR THE TRANSPORTATION AND CARGO HANDLING SERVICES OF MANGANESE ORE (TRAIN OFF-LOADING), FOR TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AN OPERATING DIVISION OF TRANSNET SOC LTD, AT THE MULTI-PURPOSE TERMINAL, PORT OF SALDANHA ON AN "AS AND WHEN" REQUIRED BASIS FOR A PERIOD OF TWENTY-FOUR (24) MONTHS.

Document Reference Number:

iCLM HQ 1059/TPT

Site:
Multi-Purpose Terminal Saldanha

Distribution of this document is restricted to Transnet and Transnet approved entities only

Definitions:

Commissioning	Ensuring systems and components are designed, installed, tested, operated, and maintained according to the owner's requirements.
Contract	A legally binding agreement between parties with specific terms, involving mutual consent and exchange of consideration (e.g., payment or benefits).
Contract Manager	Transnet employee authorized to supervise and liaise with the contractor, ensuring contract specifications are met (technical, quality, health, safety, environment). The contract manager executes plans to achieve deliverables, receiving authorization from project initiator and stakeholders.
Contract Owner	The person who requires a specific product, goods, or services and who is responsible to provide the budget and approval.
Contractor	A party (organization or person) contracted to supply products or services to Transnet (including suppliers, vendors, consultants, service providers, and contractors).
Contractor Execution Plan	A site-specific plan submitted by the contractor for Transnet approval before mobilization, covering aspects like Health & Safety, Environment, Quality, and Delivery plans. The Contractor Compliance File is a record containing required documentation as per Transnet's requirements.
Job Owner:	Any permanent employee of MPT who has been trained, tested and found competent, and appointed in writing for the purpose of carrying out or supervising work on plant, machinery and equipment.
Risk Assessment	A risk assessment in this procedure means the process where all risks associated with the contract and its execution are identified, mitigated, and managed.
Specification	A detailed prescription of the Integrated Management System (IMS) requirements to which equipment, construction, product, or service must comply with this includes various models, drawings, and documents. It is noted that the specification might even comprise of multitude different

	elements.
Lockout	The fitting of a padlock (or caliper and padlocks) to an isolator switch so that it cannot be returned to an operating condition.
Permit Acceptor	Any person who has been appointed to write to receive a Permit to Work for the purposes of carrying out or supervising work on equipment
Permit Issuer	The operations shift manager will be responsible for the issuing of permits.
Permit Number	A number issued by TPT that logs the work performed, the person responsible for the work and the approximate duration. Note: This is not the same as the sequential number on the Permit to Work
Permit to Work	A written document indicating the equipment to work on, the potential hazards, how and where these hazards were negated, signatures indicating that equipment is safe and the names of all persons working on the equipment
Responsible Supervisor	The Operations and Maintenance Supervisor who have been assigned responsibility for the operation and maintenance of a particular section/s of the plant.

Abbreviations

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

PROVISION FOR TRANSPORTATION AND CARGO HANDLING SERVICES OF MANGANESE ORE (TRAIN OFF-LOADING) FOR TRANSNET PORT TERMINALS (TPT), MULTI-PURPOSE TERMINAL, PORT OF SALDANHA, ON AN "AS AND WHEN" REQUIRED BASIS FOR 24 MONTHS

1. BACKGROUND

Transnet Port Terminals (TPT) requires a suitably qualified Service Provider to provide Transportation and Cargo Handling Services for Manganese Ore at the Multi-Purpose Terminal, Port of Saldanha.

2. EXECUTION OVERVIEW

2.1 TPT requires a solution-driven Service Provider with capacity to handle manganese ore and full compliance with all legal, safety and operational requirements.

2.2 The Service Provider will be expected to share TPT's mission through teamwork, flexibility, innovation, and open communication, while delivering cost efficiencies, improved service, proactive improvements, and leading-edge service delivery systems.

2.3 End-users must be able to rely on the Service Provider's personnel for enquiries and operational support.

3. SCOPE OF REQUIREMENTS

3.1 **General**

3.2 The Service Provider should provide efficient, world-class services on a wet rate basis, as and when required by TPT.

3.3 The Service Provider shall ensure availability of Equipment and personnel twenty-four (24) hours a day, seven (7) days a week, including weekends and public holidays.

3.4 The scope of services shall include any ad-hoc services as determined and instructed by TPT from time to time.

3.5 The hourly and/or daily hire rates shall be deemed fully inclusive of all costs associated with the provision of the Equipment and personnel, including but not limited to accommodation, living-out allowance, overtime, subsistence and travel, medical examinations, inductions, mobilization, demobilization and any other ad hoc expenses. No additional charges for such items shall be recoverable from TPT unless specifically approved in writing prior to the cost being incurred.

3.2 Core Tasks

A. Offloading from CR-Type Rail Wagons

i. Offload manganese ore by means of 5 x Straddle Excavators mounted on portal frames with continuous tracked wheels for movement between wagons.
ii. Minimum 5 operators per shift.
iii. No spillage; any spillage to be cleaned immediately at Service Provider's cost. Operators must avoid scraping wagon surfaces.

B. Transportation to Storage Area

i. Transport manganese ore by 10 x 25T Articulated Dump Trucks (ADTs) to open/covered storage at MPT. Round trip approx. 400m.
ii. Minimum 10 ADT drivers per shift.
iii. Loads to be evenly distributed, not overloaded. No spillage during transport.
iv. Provide exemption letter from roadworthiness where license is not applicable.

C. Cleaning of Rail Wagons

i. Manual reclaiming of residue manganese ore not removed by excavators.
ii. Minimum 6 cleaners per excavator (30 per shift).
iii. Service Provider to provide cleaning tools and compliant PPE. All residue stored in TPT bins.

D. Stockpiling by FEL

i. Stockpile to approx. 6m height by means of 3 x FELs (4.5 - 6.0m³) and 3 drivers per shift.
ii. Safe and efficient stacking at natural angle of repose. Compliant PPE required.

3.3 Site Establishment And Statutory Compliance

3.3.1 Place of Business

a) The Service Provider shall establish and maintain a fully functional place of business within a fifty (50) kilometre radius of the Port of Saldanha within fourteen (14) days of award. 6.1.2 Proof of such establishment, in the form of a valid lease agreement or proof of ownership and municipal account, shall be submitted to TPT for verification prior to commencement of services.

3.3.2 **Site Establishment and De-establishment at MPT**

a) The Service Provider shall establish and de-establish site at the Multi-Purpose Terminal (MPT) as and when directed by TPT.
b) 6.2.2 Site establishment shall include, but not be limited to, the following:
c) Development and submission of a Site Establishment Plan and Safe Work Method Statement (SWMS) for approval by TPT;
d) Obtaining all necessary permits and approvals required for the execution of the works; and
e) Assembly, testing and certification of the following Equipment on site: ten (10) x twenty-five (25) ton Articulated Dump Trucks (ADTs), three (3) x Front End Loaders (FELs), and five (5) x Custom Straddle Excavators.
f) The Service Provider shall be responsible for the de-establishment and complete removal of all equipment from the Multi-Purpose Terminal (MPT) within fourteen (14) calendar days after completion, expiry or termination of the contract.

3.3.3 **Mobile Fuel Bowser**

a) The Service Provider shall provide its own compliant and certified mobile fuel bowser for the refueling of Equipment on site. The bowser shall comply with all applicable SANS standards and TPT SHE requirements.

3.3.4 **Labour Compliance**

a) The Service Provider shall at all times comply with the Basic Conditions of Employment Act, Act No. 75 of 1997, as amended, particularly with respect to hours of work, overtime, and shift work arrangements for all personnel deployed on site.

4. Eligibility Criteria

4.1 **Vehicle Registration:**

- Certified copies of RC1 and License Certificate for each ADT, Excavator and FEL, or formal letter of exemption in terms of National Road Traffic Act.

4.2 **Operator Competency:**

- Valid certified competency certificates for 10 Excavator Operators, 6 FEL Operators, and 20 ADT Drivers.

4.3 **Professional Registration**:

- The Bidder shall provide proof that the modified Straddle Excavators have been assessed and certified by suitably qualified and ECSA-registered Professional Mechanical and Structural Engineers. The certification shall confirm that the engineers have reviewed modification design, assessed stresses, buckling, torsional effects and fatigue life, calculated stability and overturning moments, confirmed safe operating limits and certified that the modified structure is fit for purpose and safe for its intended operational duty.

5. Equipment Requirements

5.1 **General:**

- 5 x Excavators on portable frames,
- 10 x ADTs (25T min),
- 3 x FELs (4.5-6.0m³).

5.2 **Straddle Excavators:**

- The Service Provider shall provide Heavy Duty Hydraulic Crawler Excavators suitable for continuous bulk manganese handling in a port environment.
- All excavators shall be in good mechanical condition, fully operational and compliant with the Occupational Health and Safety Act No. 85 of 1993, the Driven Machinery Regulations, the National Road Traffic Act No. 93 of 1996 and applicable SANS standards, including SANS 1581, SANS ISO 3471 for ROPS and SANS ISO 3449 for FOPS.
- Any equipment utilized on site shall be subject to review, inspection and approval by Transnet Port Terminals personnel prior to commencement of work and at any time during the execution of the contract.
- The straddle design to allow sufficient clearance so as not to in pinch the wagon, and to allow the machine to operate safely and efficiently during offloading operations.

5.3 **Articulate Dumper Trucks (ADT):**

- Min 25T capacity, compliant with roadworthy/license requirements.

5.4 **Front End loaders (FEL):**

- CAT 950 or similar; to ensure that the offloading rate is maintained.
- 20-30T operating weight; 200-250kW;
- Bucket 4.5-6.0m³;
- Lift height 4.5-5.0m hinge pin;
- Breakout force 180-220kN; 4x4 articulated, 26.5R25 Tyres;
- Capable of continuous 12-hour operation;
- Load test certificates required.
- Backup to be available within 2 hours.

6. Human Capital Requirements

6.1 The supplier shall employ all personnel engaged in the performance of the services directly under its own employment arrangements, whether on a permanent basis or under fixed-term contracts, in accordance with applicable labour legislation.

6.2 The supplier shall not engage, utilize or source personnel through labour brokers, temporary employment services or any other third-party labour providers without the prior written approval of Transnet Port Terminals.

6.3 The service provider shall have a minimum of 10 operators for TPT's 24-hour operations, available to operate the Excavator.

6.4 The service provider shall have a minimum of 20 drivers for TPT's 24-hour operations, available to operate the Articulated dumper trucks.

6.5 The service provider should have a minimum of 6 drivers for TPT's 24-hour operations, available to operate front-end loaders.

6.6 The service provider shall have a minimum of 60 cleaners available to manually remove manganese residue from the wagons to support TPT's 24-hour operations.

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

7. Volumes

7.1 The volumes of commodities are indicative only and not guaranteed, as they fluctuate based on commodity availability and stockpile levels.

7.2 The total projected volume is approximately 2,537,849.54 tons over the duration of twenty-four (24) months.

7.3 Volumes are therefore neither guaranteed nor limited and will be handled on an as and when required basis.

8. Site Briefing and Equipment Verification

8.1 Compulsory Site Briefing

8.1.1 A compulsory site briefing will be conducted.

8.1.2 Bidders are required to visit the site to familiarize themselves with the work requirements, site conditions, access points and any restrictions imposed by Transnet Port Terminals.

8.1.3 Bidders must consider all factors that may influence the contract and account for associated costs in their tender.

8.1.4 No claims for additional costs relating to the nature, location or condition of the site will be entertained after tender submission.

8.1.5 TPT does not warrant that roads, road surfaces, weather or lighting conditions will remain consistent, suitable or free from temporary deterioration.

9. Equipment Verification

9.2.1 Site verification of equipment (Articulated Dump Trucks, Front-End Loaders and Straddle Excavators) shall be conducted by a duly authorized TPT representative prior to award of business.

9.2.2 Verification will include confirmation of physical availability, operational conditions and compliance with the Scope of Work specifications.

9.2.3 Verification will include validation of documentation, including but not limited to proof of ownership or lease agreements, registration certificates, maintenance and service records, valid insurance, roadworthy certificates and operator competency certificates.

9.2.4 Only equipment that has been successfully inspected and approved through this verification process will be deemed acceptable for award.

9.2.5 Bidders whose equipment does not meet the specified requirements and verification criteria may be disqualified from further consideration.

10. Performance Measures, Penalties and Lead Times

10.1 Lead Time and Response

10.1.1 The Service Provider must be capable of commencing work on site within sixty (60) days from the date of business award.

10.1.2 During the contract period, the Service Provider must be in a position to commence services within twenty-four (24) hours of notification due to operational requirements.

10.1.3 The Service Provider must have a permanently manned telephone and email facility to ensure immediate contact can be made in case of emergency.

10.1.4 When called upon in an emergency, the Service Provider is required to respond and be on site within two (2) hours to mitigate business risk.

10.2 Operational Productivity

10.2.1 Each train consists of an estimated one hundred and twenty-five (125) wagons with an estimated payload of sixty-seven (67) tons per wagon.

10.2.2 The Service Provider must be able to discharge a complete train of 125 wagons within six (6) hours upon commencement to comply with TPT's rail service design and turnaround time.

10.2.3 The Service Provider must ensure adequate equipment availability to achieve a minimum offloading rate of one thousand (1000) tons per hour.

10.3 Equipment Breakdown

10.3.1 In the event of defective equipment or breakdown, the Service Provider shall replace the defective or broken equipment with operational equipment within sixty (60) minutes of notification.

10.3.2 For Front-End Loader backup, replacement must be provided within two (2) hours.

10.3.3 The Service Provider shall not be entitled to any additional charges relating to the replacement of defective or broken equipment.

10.4 Penalties

10.4.1 Should the Service Provider fail to meet service objectives and fail to remedy non-performance within the remedy period stated in a Notice of Non-Performance, it shall be liable for a deduction.

10.4.2 The deduction shall be calculated as five percent (5%) Amount at Risk from the applicable invoice relating to the nominated vessel or train that services were rendered to.

10.4.3 For the first non-conformance, a documented corrective action and safety talk must be implemented to mitigate future occurrences.

10.4.4 For the second non-conformance of a similar nature, a five percent (5%) penalty will be deducted from the applicable invoice(s) relating to the month in which services were rendered.

10.4.5 Should the Service Provider fail to replace equipment within the stipulated time or fail to execute the service, TPT shall be entitled to arrange an alternative Service Provider, and all costs incurred shall be for the defaulting Service Provider's account.

10.4.6 Where serious non-conformances or repeated non-conformances occur, TPT reserves the right to cancel or terminate the contract.

10.5 Non-Conformances

Non-conformances shall include, but not be limited to:

10.5.1 Delivery of inadequate quantity of equipment or delivery later than the date specified in the contract;

10.5.2 Provision of equipment which is not safe, good and proper working order;

10.5.3 Failing to provide roadworthy and duly licensed vehicles with all requisite permits or letters of exemption;

10.5.4 Not providing the agreed number of resources at the scheduled time, including equipment, cleaners, operators and supervisors;

10.5.5 Negligent spillages of cargo;

10.5.6 Repairs being undertaken during operational hours without the consent of TPT and without provision of replacement equipment; and

10.5.7 Failing to perform the service in a good, proper, efficient and workmanlike manner in accordance with sound principles, standards, methods and practices generally accepted in the Republic of South Africa.

11. Quality, Safety And Compliance

11.1 All equipment certified per OHS Act 85 of 1993 S43 and Machinery and Occupational Safety Act; operators qualified per NQF Act 67 of 2008.

11.2 Zero tolerance for substance abuse; random testing.

11.3 Comply with TRN-IMS-GRP requirements: Employee Profile Dossier (TRN-IMS-GRP-TMP 014.3) to TPTSLDInduction-booking@transnet.net, SHE File (TRN-IMS-GRP-GDL 014.2), Induction (TRN-IMS-GRP-GDL 014.6), Legal Permits List (TRN-IMS-GRP-TMP 014.7), Appointment Letter (TRN-IMS-GRP-TMP-001.1), Safe Work Permit (TRN-IMS-GRP-TMP-014.10). No work without approved permits.

11.4 On-the-job HIRA, hazard communication, emergency plans, and waste removal (including hazardous waste with disposal certificates) are Service Provider's responsibility.

11.5 TPT provides ablution; Service Provider provides compliant PPE and identity tags.

11.6 Service Provider liable for damage/injury due to negligence of its staff/subcontractors. Cargo contamination costs for Service Provider's account. Strict adherence to TPT stacking plan and damage procedures.

12. Insurance

12.1 Minimum R50 million per incident - Broad form liability including Professional Indemnity,
Public Liability.

12.2 Asset insurance for equipment and valid COIDA Letter of Good Standing.

13. PROCEDURE OF WORK AND GENERAL DUTIES

13.1 Procedure of Work

13.1.1 Demand for transportation and cargo handling services will be controlled and managed by the Operations and Planning Department.

13.1.2 The Service Provider shall attend all weekly and monthly operational meetings convened by the Operations and Planning Department in the Port of Saldanha, as well as operational meetings during loading and offloading activities.

13.1.3 Prior to any service requirement, the Operations and Planning Department will share the customer demand plan and operational requirements with the Service Provider.

13.1.4 The Service Provider must ensure it meets its obligations in respect of the amount of equipment required, dependent on manganese volumes to be moved.

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

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

13.1.7 As a result of changes due to operational requirements, the Service Provider must always be in a position to commence services within twenty-four (24) hours of notification.

13.2 General Duties and Requirements

13.2.1 The Service Provider shall ensure that all services are fully supervised by a dedicated and competent supervisor throughout all operations.

13.2.2 The Service Provider shall regularly liaise with the Operations Manager and the Planning Department and shall undertake daily activities only upon instruction from the TPT Operations Supervisor or Manager.

13.2.3 The supervisor on duty shall follow all planning and allocations in accordance with the TPT schedule, and all communication shall be conducted through nominated TPT Representatives only.

13.2.4 The Service Provider shall strictly manage all personnel to ensure safety protocols and productivity levels are maintained, and shall observe all activities and mitigate unsafe practices immediately.

13.2.5 The Service Provider shall perform services in accordance with the hours of work as stipulated by the Multi-Purpose Terminal, including public holidays and weekends.

13.2.6 All standby and overtime charges shall be for the Service Provider's own account.

13.2.7 The Service Provider shall reconcile the number of trains and tonnages handled and provide the TPT Representative with completed records after completion of every operation or when reasonably required.

13.2.8 The Service Provider shall ensure manganese grades are offloaded in the correct warehouse or bays as per the stacking plan, and any costs associated with cargo contamination shall be for the Service Provider's own account.

13.2.9 The Service Provider shall strictly adhere to the stacking plan, incident and damage procedures and stacking instructions as prescribed by Transnet Port Terminals.

13.2.10 The Service Provider shall provide additional resources as requested by TPT to meet the planned productivity rate should cargo be required to be moved to other areas.

13.2.11 There shall be no direct communication with any customer, importer, client of Transnet SOC Limited or any external stakeholder.

13.2.12 The Service Provider may not cede, assign, make over or delegate any of its rights or obligations to any third party without prior written consent from TPT, and shall remain liable as principal for fulfilment of obligations by its sub-contractors.

14. Business Continuity Plan

14.1 The Service Provider must submit a detailed Business Continuity Plan to manage risk and clearly state how operational disruptions will be limited or minimized.

14.2 The plan must include a clearly defined Business Continuity Team, detailing roles, responsibilities and contact details of personnel to be contacted in the event of an emergency or operational disruption.

14.3 The plan must identify all critical services and equipment required to render the service, and state the time required to restore or replace each critical service or equipment in the event of disruption without compromising the service level.

14.4 The target restoration time for critical services and equipment is two (2) hours.

14.5 The plan must include a detailed assessment of Business Continuity risks and associated mitigations, as well as the time required to practically implement each mitigation measure.

14.6 The plan must state how often the Business Continuity Plan will be tested and the method of testing to be employed, for example desktop simulation or live simulation.

14.7 The plan must include a detailed Crisis Communication Plan covering:

- What constitutes a crisis;
- The composition of the Crisis Team;
- How a crisis will be communicated, including the method of communication and timelines for notification to TPT.
- Continuity of operations and the contingency plan must be supported by backup contracts with alternative suppliers who can supply equipment at short notice to prevent disruption of service.
- Such backup contracts may be submitted as draft contracts pending award of business.
- The response time for backup support must be clearly defined in the contract and in the Business Continuity Plan.

15. Annexures

15.1 Terminal View – Manganese Facility Layout

15.2 Current Train Offloading process

15.3 Train Offloading process Flow

15.4 CR-17 Wagon Design

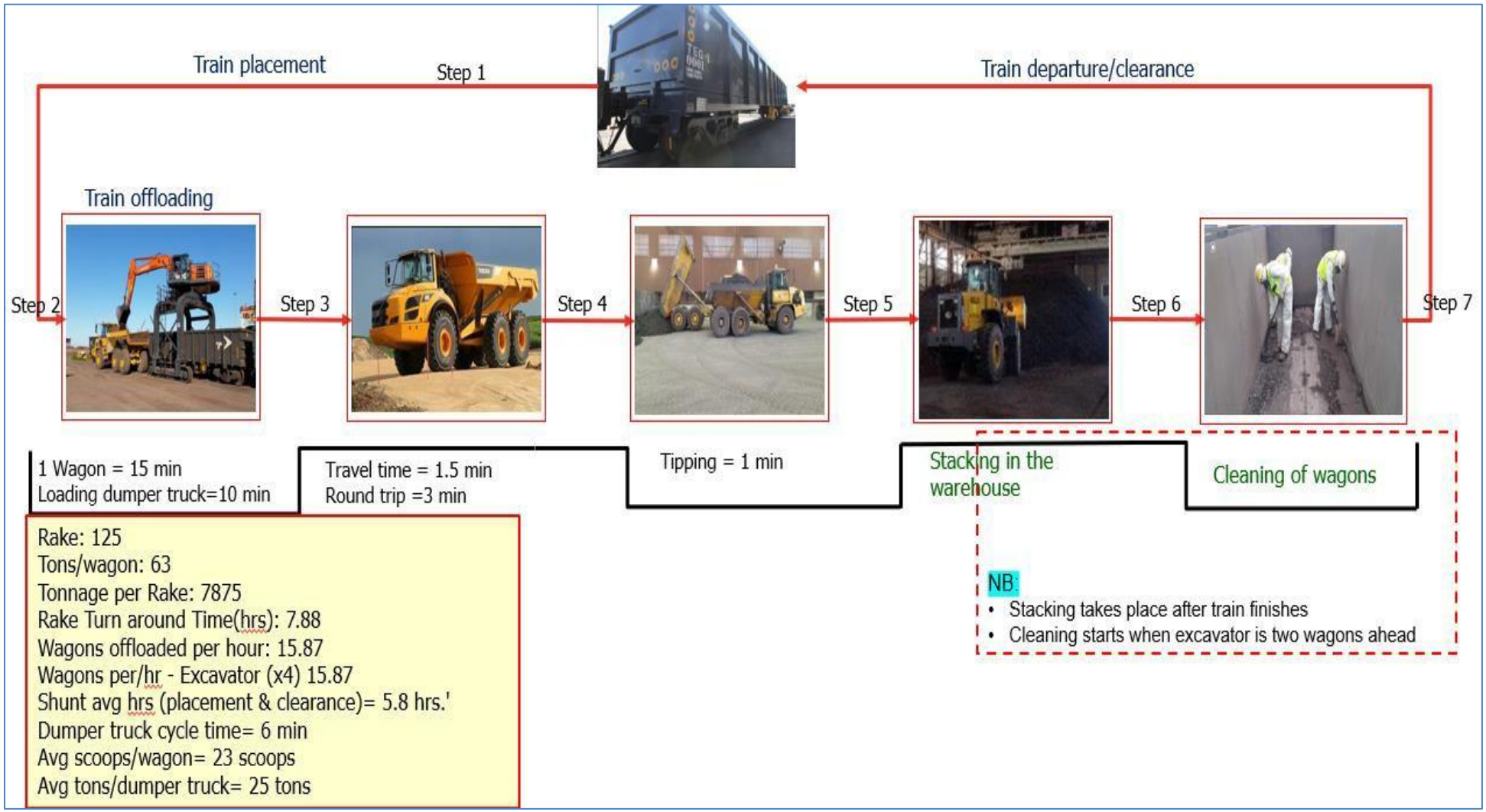
15.5 Current rail configuration

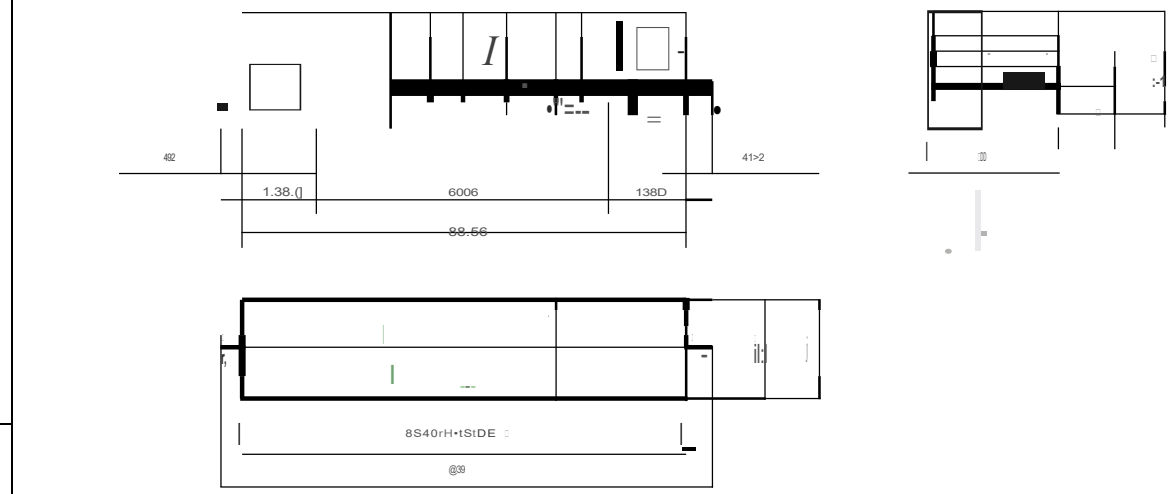
15.6 Dimensions of CR-17 and CR13/14 Wagons are currently used

Terminal View – Manganese Facility Layout



Current Train Offloading process





Oprneridngs. ABD AND L 1 VALVE

Ora|wing N'u,nber "Tekerrin□n.onwne.r	PEVil=821BOOOD		pngr:n:aTH De!oirgn. 0-rawing, Number bQrSJJronklike Ociewe|rps-i.ekein□·l=lt'lr.		Tarra □Gel!lllct-de.ld), kg 176DD
Bogie Ty|p.3 Lir.:JlaJbTeltipe	HSM:k:Vlt				L=d V□o k□ l::!240()1
Be.aring Siz.e L!3e«:Jl:-oott-e	D				L:.oadl CCoal) 1/rng (Sie-e.nkoofl) kg
Springs per Bog::e- u::ne.pe.r On3.ar5-t-=!l	(Oute.rJ1n:ner) (Builte.JBinne)	10/1[)			FloarAFe :3 v.o,eropp-er:viskte m³
Brak.eSyste:m Rems:k'[s.el	V, VID. VIDfR, V□R L, UR. UAJR, UV/R	□	Oe.ntre of Gra•t"iq' (Empty) S•.1':-il.31f'll.e-D.jilint (L-□I		Capacl□ -lnho·w::ls.ve.nnOB m 35.5
Bra.Jl.-e C-Y:finders Re.msi.in.ders		1□ f0x12	De-stgn Limit - lass on Ra21 On□rnlirniet - lMas.5.:3 ot1 s□□r IIIII	8000D	
Trall'nPlipe / T.=ejnpnP. Brak.-e Pipe / Remp·'fP		32	OnQ).nally ues.,g ncur for Oorspron.);...,it; ,ornwe.rp \n"	MAN.GANESE	
Brar,e. !Pe0Ofl:□ 'ge Rempersentasi:-e	(Empty.H.....□ded (L.e.:,g/MelV□□	58.7'21 .6.	Convened fo/ Oms.Ji:ep \fir		
Dr.:JM'Q'E3r Eq_'LJQ=!ment Tre.'kweirktoen.is.ting	AAR M9D1E		Es!lJ2d Re-.....s:1or, H.ersienf.n.g		
K(¥lpelaair./ Juk	F/F		Do.e Dah.Un		

Vehic:.le NulTlbel--Ri:tnge Voertu!¼;lnommelil"e'i:l:i;s.

Pilace,d □n s.·.·.;.;.;.;

!!!! GebruT.k **Gen-m**

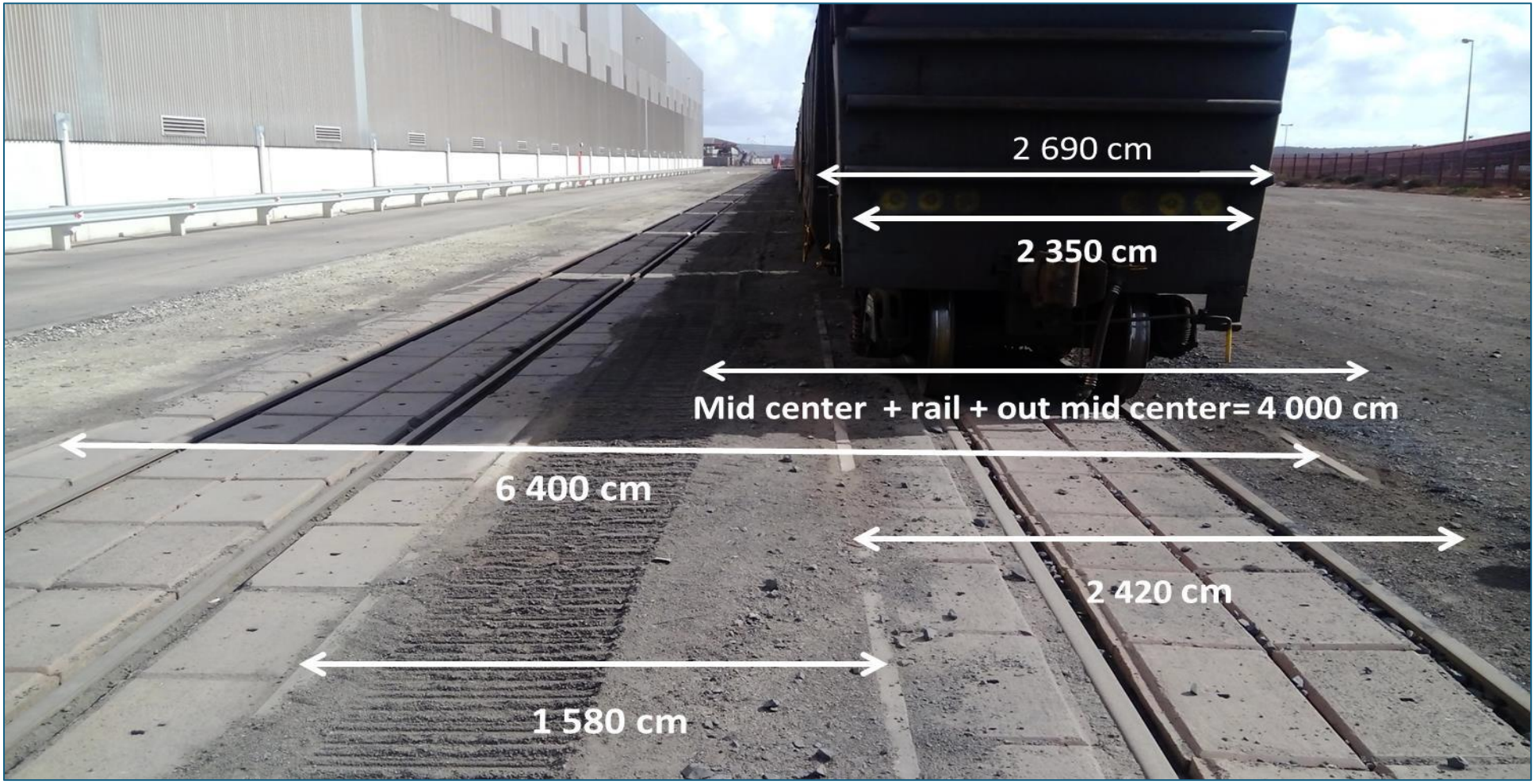
201.2

Omskep ,...3Tl

Dawm

CR-17

Current rail configuration



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

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