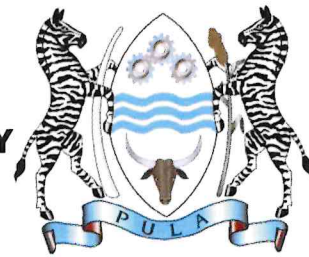




Republic of Namibia

**THE TRANS-KALAHARI RAILWAY  
(TKR) PROJECT**



Republic of Botswana

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**REQUEST FOR PROPOSAL (RFP)  
RFP NO: TKR-PMO/SC/RFP-01/24-25**

**FOR**

**Request for Proposal (RFP)**

**For**

**The Selection of a Consultant for the Development of a  
Comprehensive RFP Document for the Trans-Kalahari  
Railway Project.**

**Clarification 003 issued on: 05 July 2024**

**Employer: Trans-Kalahari Railway Project Management Office**

**Response to Clarifications and Queries No: 003**

**05 July 2024**

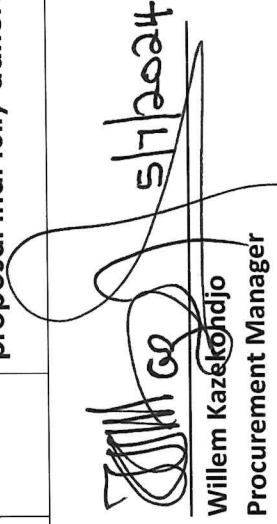
No.	Date Received	Clarification/Query	Response	Date Responded	Status
1.	03 July	<p><b>Has the TKR route been determined / finalized, or is it required for the selected consultant to determine the optimal route for the railway?</b></p>	<p>In terms of the Bilateral Agreement, the Member States have agreed for the railway line route to be aligned to, and follow the existing Trans-Kalahari Corridor as follows;</p> <ul style="list-style-type: none"> <li>• <b><u>In Botswana</u></b> <ul style="list-style-type: none"> <li>○ The rail shall commence at Mmamabula coal fields, thereafter connecting to and following the existing Railway alignment up to Rasesa, where it deviates to the west, passing North of Molepolole and South of Letlhakeng, and joining the Molepolole - Kang Road at Maboane, thereafter aligning to the Molepolole - Kang Road until Morwamosu, where it connects to the Trans-Kalahari Corridor through to Mamuno Border.</li> </ul> </li> <li>• <b><u>In Namibia</u></b></li> </ul>	05 July 2024	Closed

			<p>o The rail to follow the Trans-Kalahari Corridor past Gobabis, through Omitara where it deviates to the West, and realigns to the Trans-Kalahari Corridor at Okahandja onwards to Walvis Bay.</p> <p>The Member States had further agreed to construct a Cape Gauge Railway Line (i.e. 1067 mm railway gauge). Notwithstanding the aforementioned, the Member States may (subject to full technical feasibility study findings) reconsider the choice of the railway gauge.</p> <p>The prefeasibility study had recommended two routes to be subject to a full Feasibility Study.</p> <p>However, the feasibility study is expected to recommend TKR Route Alignment, informed by the current business demands to make the Project more viable.</p>	
2.	03 July	<p><b>The TOR does not indicate a need for any engineering or technical assessments as part of this study. Similarly, Appendix 1 (Form of feasibility study report) included in</b></p>	<p>The scope of work under Item 3.1 of Annexure 1 of Addendum No.1 requires the Consultant to produce a</p>	05 July 2024
				Closed

			comprehensive Feasibility Study (including, but not limited to Technical feasibility, Financial Feasibility, Environmental & Social Impact Assessment and Legal due diligence) – page 3. Technical/Engineering feasibility shall be undertaken.		
3.	03 July	<b>Addendum No. 1 does not refer to any engineering or technical study. Please confirm whether such engineering/technical study will be required.</b>	<b>Assuming infrastructure cost estimates are required, what level of accuracy are expected for this?</b>	05 July 2024	Closed
4.	03 July	<b>The TOR does not indicate a need for any traffic/demand assessments as part of this study. Is it expected that a traffic demand analysis will be conducted as part of this assignment (Needs Analysis)?</b>	<b>Assuming infrastructure cost estimates are required, what level of accuracy are expected for this?</b>	05 July 2024	Closed
5.	03 July	<b>TOR 3.1(b) (page 4) refers to evaluating each "option". Please confirm what options are being referred to here.</b>	<b>Assuming infrastructure cost estimates are required, what level of accuracy are expected for this?</b>	05 July 2024	Closed

			Report in order to justify the preferred option.		
6.	03 July	Is it possible to have a deadline extension of two (2) weeks, considering the requirement to submit hard copy proposals? It will take us at least one week to courier our proposal to Namibia. Or would the client be open to receiving proposals in PDF format by email?	<p>The request for extension of the closing date for this tender is not considered for now, as there is still adequate time (about three (3) weeks) to compile and submit a tender.</p> <p>Tender submissions are to still be delivered to the specified physical address as per the bidding document, within the date and time.</p>	05 July 2024	Closed
7.	04 July	As mentioned roughly in Clarification 02, Geotechnical work forms part of the scope of work, could you please clarify what sort of geotechnical work is required for the feasibility study? In addition, will the budget or expenses of the geotechnical survey be covered under the client's provisional expenses? Please clarify.	<p>The Geotechnical work is to inform the preliminary cost estimates to enable the accurate costing of the project.</p> <p>The financial cost of the project is to include all the expenses associated with undertaking a feasibility study, clearly articulated to show reimbursable costs and/or provisional costs for those that might be required.</p>	05 July 2024	Closed
8.	04 July	Due to recent modifications to the project scope and required experts, we, the bidding	The Addendum No. 1 did not make the requirements of the experts more	05 July 2024	Closed

		<p>team, are encountering challenges in identifying suitable candidates who meet the updated Terms of Reference (TOR) within the current timeframe. Collecting and managing the necessary reference letters and detailed CVs from all potential experts also presents a significant hurdle in meeting the existing deadline. In light of these unforeseen circumstances, we kindly request a deadline extension of 15-20 days (20 August, 2024). This additional time will allow us to thoroughly evaluate candidates and assemble a proposal that fully adheres to the revised TOR.</p>	<p>stringent, instead it reduced the number of experts required. Therefore, a request for extension based on this for now, is not justified.</p> <p>There is still adequate time (about three (3) weeks) to compile and submit a tender.</p>		
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 5/7/2024  
 Willem Kazekondjo  
 Procurement Manager