11th Floor, the Marine Building,
22 Dorothy Nyembe Street, Durban, 4001
Private Bag X54322, Durban, 4000
Tel: 031 355 0710
Website: http://www.portsregulator.org

1. REQUEST FOR QUOTATION (RFQ)

RFQ	**RFQ 2026/27/22**
RFQ ISSUE DATE	**27 July 2026**
NON- COMPULSORY BRIEFING SESSION	Date: Friday, 07th August 2026 Time: 11h00 a.m **Link:** https://teams.microsoft.com/meet/382234286666682?p=MYf93J1AqbEO46o94q Meeting ID: 382 234 286 666 682 Passcode: Mf3Ws3wz
RFQ DESCRIPTION	**SERVICE PROVIDER: PROVISION OF A MARKET STUDY ON THE RAIL FREIGHT SECTOR IN SOUTH AFRICA**
CLOSING DATE & TIME	**14 AUGUST 2025 @16H00**
LOCATION FOR SUBMISSIONS	**quotations@portsregulator.org**

Service providers must submit their responses via e-mail at: quotations@portsregulator.org before or on the stipulated date and time. **For any queries or questions, please use above mentioned email address.**

Ports Regulator of South Africa requests your quotation on the services described herein. Please furnish us with all the information as requested and return your RFQ on or before the date and time stipulated above.

2. SUPPLIER DETAILS

Supplier Name:	
Postal Address:	
MAAA Number (CSD Number):	
Telephone Number:	
E-Mail Address:	
Contact Person:	
Signature of Service Provider	

DETAILED RFQ

APPOINTMENT OF A SERVICE PROVIDER: PROVISION OF A MARKET STUDY ON THE RAIL FREIGHT SECTOR IN SOUTH AFRICA

3. BACKGROUND

3.1. Ports Regulator of South Africa ("the Ports Regulator") is a Schedule 3A public entity in terms of the Public Finance Management Act, Act No.1 of 1999, as amended (PFMA). The Port Regulator must fully comply with all the requirements of the PFMA and all other relevant and applicable legislation.

3.2. The Ports Regulator is an independent ports regulatory body, governed by the National Ports Act, Act No. 12 of 2005, ("the Ports Act").

3.3. In terms of section 30 (1) and (2) of the National Ports Act, the main functions of the Regulator are to:

- Exercise economic regulation for the ports system in line with government's strategic objectives.
- Promote equity of access of ports and facilities and service provider by ports.
- Monitor the activities of the National Ports Authority to ensure that it performs its functions in accordance with the Act; and
- Hear appeals and complaints contemplated in terms of Sections 46 and 47 of the Act, respectively.

3.4. Economic Regulation of Transport in South Africa

3.4.1. South Africa's transport sector plays a critical role in facilitating economic growth, regional integration, trade competitiveness and industrial development. Efficient transport systems are essential for reducing logistics costs, improving market access and supporting national development objectives.

3.4.2. The rail freight sector is a strategic component of the national transport system and is responsible for the movement of significant volumes of bulk commodities, containerised cargo and other freight across the country. The sector is central to the achievement of national economic objectives, including industrialisation, export growth, infrastructure development and the reduction of logistics costs.

3.4.3. Despite its strategic importance, concerns have been raised regarding the performance, accessibility, competitiveness and efficiency of the rail freight sector. These concerns include limitations in network capacity, infrastructure constraints, access arrangements, pricing methodologies, barriers to entry and the availability of infrastructure required by current and prospective market participants.

3.4.4. The Economic Regulation of Transport Act ("the Act") establishes a framework for economic regulation within the transport sector and provides for the establishment of a Transport Economic Regulator ("the Regulator") responsible for promoting efficiency, competitiveness, transparency and cost-effectiveness across transport markets.

3.4.5. The Act recognises that economic regulation may be required where market conditions do not support efficient and cost-effective outcomes or where market power and essential facilities may adversely affect competition and access.

3.5. Legislative Mandate

3.5.1. The Act provides for the regulation of transport markets, facilities and entities under specified circumstances, with section 4(2) of the Act setting out a framework for the Minister, in consultation with the Regulator, to extend the jurisdiction of the Regulator.

3.5.2. The regulator must also research market structure and services delivery to determine whether or not particular entities, markets facilities or services within the transport sector are functioning competitively, as required in section 38(f) of the ERT Act.

3.5.3. Accordingly, the Regulator intends to undertake a Market Study into the rail freight sector to improve its understanding of market dynamics and to establish an evidence-based foundation for future regulatory decision-making.

3.6. The Ports Regulator therefore embarks on this procurement event on behalf of the Transport Economic Regulator. The service provider will be managed by a steering committee comprising both TER and PRSA staff members.

4. PURPOSE

4.1. The Regulator intends to undertake a Market Study into the Rail Freight Sector in South Africa as part of its statutory mandate to promote efficiency, competitiveness, transparency and cost-effectiveness within the transport sector. The purpose of this Request for Quotation is to appoint a suitably qualified Service Provider to provide specialist analysis from the perspective of competition economics and industrial organization in the rail freight sector.

4.2. The market study shall primarily be focused on the analysis of existing data sets, including data sets provided by the Regulator and other official publications, and may include interviews with stakeholders if the service provider regards those as useful supplements to the research approach.

4.3. The Market Study seeks to begin to provide the Regulator with an evidence-based understanding of the structure and functioning of rail freight markets, including market concentration, market power, essential facilities, access arrangements, pricing mechanisms and other market features relevant to economic regulation.

4.4. The study is intended to provide an analytical and evidentiary basis upon which the Regulator may consider future actions in accordance with its statutory mandate.

5. SCOPE OF WORK

5.1. The rail freight sector in South Africa is a strategically important but structurally complex sector characterised by significant infrastructure intensity, potential natural monopoly characteristics in certain segments, and evolving market participation dynamics.

5.2. In support of the implementation of the National Rail Policy and the Freight Logistics Roadmap, Transnet, through the Transnet Rail Infrastructure Manager (TRIM), and the Interim Rail Economic Regulatory Capacity (IRERC) have advanced the implementation of an open access regime for the national rail network. The IRERC has facilitated stakeholder consultations on the Network Statement and Rail Access Tariffs, which establish the framework governing third-party access to rail infrastructure. These reforms are intended to promote private sector participation, enhance transparency in network access, improve network utilisation, and facilitate fair and equitable economic regulation of the rail sector pending the establishment of the Transport Economic Regulator.

5.3. In terms of Section 38(f) of the ERT Act the TER must conduct research into transport markets. To that end, the Regulator seeks to improve its empirical evidence regarding:

5.3.1. The structure of rail freight markets;

5.3.2. The extent of effective competition across corridors and commodity segments;

5.3.3. The nature and extent of market power;

5.3.4. Access conditions to essential rail infrastructure;

5.3.5. Pricing and tariff-setting mechanisms; and

5.3.6. The efficiency and cost-effectiveness of service provision.

5.4. The Market Study is intended to improve the Regulator's understanding of the structure and functioning of rail freight markets and to provide an evidence-based foundation for future regulatory decision-making.

5.5. The Market Study is:

5.5.1. Exploratory and analytical in nature;

5.5.2. Focused on analysis of available data and evidence, supplemented as far as possible by limited stakeholder consultations, market mapping and diagnostic assessment; and

5.5.3. Intended to identify potential competition or efficiency concerns.

6. OBJECTIVES OF THE MARKET STUDY

6.1. The TER will be conducting research in terms of Section 38(f) of the ERT Act and will seek to improve the contextual understanding of all transport sectors:

6.2. The primary objectives of this market study are to advance the contextual understanding of the rail freight sector, including:

6.2.1. A comprehensive understanding of the structure, functioning and competitive dynamics of the rail freight sector in South Africa.

6.2.2. Define as far as possible the relevant product and geographic markets for rail freight services.

6.2.3. Assessment of the effectiveness of competition in the rail freight sector, including market concentration, market power, access to essential infrastructure, pricing practices, operational performance and barriers to entry and expansion.

6.2.4. Identify actual or potential competition concerns that may adversely affect the efficient functioning of rail freight markets.

6.2.5. Produce evidence-based findings and recommendations to inform the Regulator's regulatory and policy decision-making, including consideration of whether a Market Inquiry may be warranted.

6.3. The envisaged databases to be provided by the Regulator (under non-disclosure agreements as necessary), include but are not limited to:

6.3.1. Railway Safety Permit information including estimated volume throughput per railway operator, railway safety permit holding census, and occurrence data.

6.3.2. The National Freight DataBank, available publicly at https://freight.transport.gov.za/#!/, which provides a wide range of freight data including by origin-destination pairs, import and export data, and rail volumes.

6.3.3. Freight surface flows of rail traffic nationally

6.4. Other open source data repositories may include, but not limited to:

6.4.1. Operators annual statements;

6.4.2. the Interim Rail Economic Regulatory Capacity (IRERC) publications including stakeholder consultations and submissions that contain tariff build up and access arrangement discussions;

6.4.3. the Network Statements published by Transnet Rail Infrastructure Manager (TRIM) that contain corridor specific context, train slot information, and access arrangements;

6.4.4. Transnet's Long Term Planning Framework (LTPF) that contains the elements of unconstrained demand side planning pertaining to the rail fright sector.

6.5. If possible within resource constraints, the service provider should propose stakeholder consultations, and additional data sources.

7. PROPOSAL CONTENT

7.1. The Market Study shall focus on the rail freight sector in South Africa. The content of the study will be limited to the available data sources as described in the section above, supplemented by such stakeholder interviews and additional sources as the service provider may be able to access. Given these data sources, the scope of the proposal should provide as much insight as possible on the following:

7.1.1. Market structure and competitive conditions within relevant rail freight markets, including key freight corridors and commodity markets such as bulk minerals, containerised freight, agricultural products, fuels, chemicals and industrial goods. This should differentiate between infrastructure managers, rail freight operators, infrastructure users and other participants in the rail freight value chain, including public and private entities.

7.1.2. The structure and operation of the rail freight value chain, including vertically integrated and non-integrated market arrangements.

7.1.3. Where possible, commercial and operational aspects of the rail freight sector, including pricing and tariff structures, cost drivers, capacity utilisation, service quality, operational efficiency and reliability.

7.1.4. Rail freight infrastructure, including the rail network, terminals, marshalling yards, sidings and other associated facilities.

7.1.5. Intermodal interfaces and competition between rail and other freight transport modes, where relevant.

7.1.6. Ancillary services that are necessary for the provision of rail freight services, including maintenance, signalling, rolling stock support and other operational services.

7.1.7. Infrastructure managers, rail freight operators, infrastructure users and other participants in the rail freight value chain, including public and private entities.

7.2. Ultimately, this Market Study is expected to begin to provide the evidence base which will be needed to address the following questions:

7.2.1. What are the relevant rail freight markets in South Africa?

7.2.2. What is the structure and concentration of each identified market?

7.2.3. What is the extent of market power held by dominant operators?

7.2.4. Do essential facilities exist, and how are they accessed?

7.2.5. Are access conditions to rail infrastructure transparent, fair and non-discriminatory?

7.2.6. How are prices and tariffs determined, and are they cost-reflective?

7.2.7. What barriers to entry exist for new market participants?

7.2.8. Are there structural or behavioural factors limiting competition?

7.2.9. What inefficiencies exist in the current rail freight system?

7.3. The Service Provider appointed to under the market study shall be required to:

7.3.1. Develop an inception report and detailed methodology;

7.3.2. Conduct desktop research and literature reviews including reviews of regulatory frameworks to contextualize the analysis;

7.3.3. Collect and analyse quantitative and qualitative data;

7.3.4. Provide analysis of that quantitative and qualitative data which comprises an initial segmentation of proposed market segments, and reviews the status of competition in those market segments, as well as providing insight on other economic, technical and competition questions as may be identified, as well as the implications for a potential market inquiry in terms of section 43(2) of the Act;

7.3.5. Prepare draft findings to present to the Regulator;

7.3.6. Respond to editorial comments from the Regulator in order to finalise the report;

7.3.7. Present findings to the Regulator and other governance structures as required.

7.4. The Regulator reserves the right to approve methodologies, stakeholder engagement plans and analytical approaches prior to implementation.

7.5. All methodologies must be transparent, replicable and consistent with competition economics and regulatory best practice.

7.6. The Service Provider shall provide the following deliverables:

7.6.1. Inception Report containing the project plan;

7.6.2. Stakeholder Engagement Plan if applicable;

7.6.3. Data Analysis Techniques and Framework;

7.6.4. Draft Market Study Report;

7.6.5. Stakeholder Consultation Summary Report if applicable ; and

7.6.6. Final Market Study Report.

7.6.7. Presentation of Findings and Recommendations primarily to the Regulator

7.6.8. Where models have been developed to facilitate analysis, the models will be made available to the Regulator.

7.7. All reports shall be submitted in both editable and PDF formats.

7.8. The bidder shall submit a comprehensive Project Plan setting out its proposed approach to the execution of the Market Study. The Project plan must:

7.8.1. Include details of the project governance and management arrangements, including the project lead, key personnel, reporting lines, and the operational team that will assume responsibility for the execution of the assignment and engagement with the Regulator.

7.8.2. Set out a detailed methodology and work plan indicating how the bidder proposes to undertake the Market Study, including the sequencing of activities, analytical framework, research methods, stakeholder engagement approach, and quality assurance measures to be applied throughout the assignment.

7.8.2.1. Where artificial intelligence (AI) models are used for analytical purposes, the extent of its use must be declared in the methodology and approved by the Regulator before use.

7.8.3. Include a detailed implementation schedule setting out the proposed phases of the assignment, key activities, milestones, deliverables, interim reporting, and timeframes for completion of each component of the study.

7.8.4. Provide a proposal as regards the measures that will be used to ensure the integrity and confidentiality of information received.

7.8.5. Identify the principal project risks that may affect the execution of the Market Study, including risks relating to data availability, stakeholder participation, project timelines, and resource capacity, together with the proposed mitigation measures to address such risks.

7.8.6. Set out the internal quality control and peer review mechanisms that will be applied to ensure the technical, analytical and legal soundness of all outputs prior to submission to the Regulator.

7.8.7. The Project Plan must provide details of the resources to be deployed for the project, including the allocation of responsibilities amongst team members and the arrangements that will be implemented to ensure continuity of service in the event of the unavailability of key personnel during the term of the assignment.

8. NON-COMPULSORY BRIEFING SESSION

8.1. A non- compulsory briefing session will be held at online as detailed in the Advert. The non- compulsory briefing session will provide bidders with an opportunity to clarify aspects of the process as set out in this document and to address any substantive issues that bidders may wish to raise.

8.2. The non-compulsory briefing session will be held as follows:

Date: Friday, 07th August 2026

Time: 11h00 a.m

Link: https://teams.microsoft.com/meet/382234286666682?p=MYf93J1AqbEO46o94q
Meeting ID: 382 234 286 666 682
Passcode: Mf3Ws3wz

9. EVALUATION CRITERIA

9.1. SCM Administrative (Phase 1)

9.1.1. The SBD4 must be completed and signed by the authorised company representative.

9.1.2. The bidder must submit proof of registration on CSD (Central Supplier Database).

9.1.3. The POPIA consent form must be completed and signed by the authorised company representative.

9.1.4. The SBD 6.1 must be completed and signed by the authorised company representative.

9.2 Functional/Technical evaluation (Phase 2)

9.2. Only bidders that:

9.2.1. comply with the mandatory submission requirements; and

9.2.2. The Bidder must score a minimum of **60%** during Phase 2 (functionality / technical) of the evaluation to qualify for Phase 3 of the evaluation, which is price and specific goals

9.2.3. The next stage of evaluation will be based on Price and Specific Goals in accordance with the Preferential Procurement Regulations, 2022 and the applicable procurement policies of the PRSA.

GUIDELINES FOR CATEGORY CRITERIA	FUNCTIONALITY (GUIDELINES FOR CRITERIA APPLICATION)		WEIGHT
RELEVANT EXPERIENCE AND REFERENCE PROJECTS			
Relevant experience in conducting market studies, competition assessments, regulatory reviews and economic analysis within the transport, logistics or network industries.	The bidder must demonstrate organisational capability by submitting evidence of a minimum of five (5) completed projects undertaken within the last ten (10) years. The completed projects must collectively demonstrate experience in: • Market studies or market inquiries; • Competition and market structure analysis; • Economic and regulatory analysis within network industries; • Rail freight, transport, logistics or infrastructure sectors; • Market definition and competition assessment; • Pricing, tariff and cost analysis; • Infrastructure access and access regime assessments; and • Public sector, regulator or state-owned entity assignments.		**35**
	Each project must be supported by a signed reference letter on the client's official letterhead indicating the scope of work, commencement and completion dates, and client contact details. At least one (1) project must have been undertaken for a regulator, government institution, public entity or state-owned enterprise.		
	Fails to submit the minimum of five (5) completed projects or fails to provide compliant reference letters.	0	
	Submits five (5) completed projects demonstrating experience in up to three (3) of the required competency areas.	10	
	Submits five (5) completed projects demonstrating experience in four (4) to six (6) competency areas, including at least one project for a regulator, public entity or government institution.	20	
	Submits five (5) or more completed projects demonstrating experience in seven (7) or more competency areas, including rail, transport or logistics sector experience.	30	
	Submits more than five (5) completed projects demonstrating all eight (8) competency areas, including	35	

GUIDELINES FOR CATEGORY CRITERIA	FUNCTIONALITY (GUIDELINES FOR CRITERIA APPLICATION)		WEIGHT
	multiple rail freight or network industry market studies for regulators, public entities or state-owned enterprises		
METHODOLOGY AND TECHNICAL APPROACH			
Proposed methodology and technical approach for undertaking the Market Study.	The bidder shall submit a methodology demonstrating an understanding of the objectives and Scope of Work. The methodology must address all workstreams contained in the Terms of Reference. • Demonstrates a clear understanding of the project objectives and Scope of Work • Provides a logical, practical and implementable methodology covering all workstreams • Provides a realistic project plan including activities, milestones, deliverables and timelines • Demonstrates appropriate governance arrangements, resource allocation, quality assurance and risk management • Demonstrates innovation, practicality and alignment with public sector/regulatory environments		**20**
	Does not meet requirements above	0	
	Meets 1 of the requirements above	1	
	Meets 2 of the requirements above	2	
	Meets 3 of the requirements above	10	
	Meets 4 of the requirements above	15	
	Meets all of the requirements above	20	
PROJECT TEAM AND SPECIALIST EXPERTISE			
Qualifications, experience and specialist expertise of the proposed project team.	The bidder must nominate a suitably qualified and experienced project team to undertake the assignment. Detailed CVs and certified copies of qualifications for all proposed resources must be submitted. Where one proposed resource fulfils more than one specialist capability, that resource may be evaluated against each applicable capability, provided the minimum qualification and experience requirements are met for each specialist role. Lead Competition Economist / Project Director (10 Points) • Relevant postgraduate qualification (NQF Level 8 or higher) in Economics • Competition Economics, Transport Economics or related field • Minimum ten (10) years' experience;		**25**

GUIDELINES FOR CATEGORY CRITERIA	FUNCTIONALITY (GUIDELINES FOR CRITERIA APPLICATION)		WEIGHT
	• Experience leading at least three (3) market studies • competition assessments or regulatory reviews • experience within transport, logistics or network industries • experience managing multidisciplinary teams.		
	Does not meet minimum qualification and experience requirements.	0	
	Meets qualification and demonstrates two (2) experience criteria.	3	
	Meets qualification and demonstrates three (3) to four (4) experience criteria.	7	
	Meets all qualification and experience requirements.	10	
	Rail Freight / Transport Specialist (5 Points) • Relevant qualification (NQF Level 7 or higher); • minimum eight (8) years' experience in rail freight, transport, logistics or infrastructure sectors; • experience in rail operations, infrastructure or freight markets.		
	Does not meet the minimum qualification and experience requirements	0	
	Meets the qualification requirement and demonstrates one (1) experience criterion	2	
	Meets all qualification and experience requirements	5	
	Competition Economist / Market Analyst (5 Points) • Relevant qualification (NQF Level 7 or higher); • minimum five (5) years' experience in market definition, competition assessment, pricing analysis or economic regulation.		
	Does not meet the minimum qualification and experience requirements	0	
	Meets the qualification requirement and demonstrates one (1) to two (2) experience criteria	2	
	Meets all qualification and experience requirements	5	
	Data Analytics / Quantitative Specialist (5 Points) Relevant qualification (NQF Level 7 or higher); minimum five (5) years' experience in quantitative analysis, econometric modelling, market data analysis or statistical assessment.		

GUIDELINES FOR CATEGORY CRITERIA	FUNCTIONALITY (GUIDELINES FOR CRITERIA APPLICATION)		WEIGHT
	Does not meet the minimum qualification and experience requirements	0	
	Meets the qualification requirement and demonstrates one (1) to two (2) experience criteria	2	
	Meets all qualification and experience requirements	5	
The proposed project team shall collectively satisfy all specialist capability requirements. Where a proposed resource is nominated to fulfil more than one specialist capability, the bidder must clearly demonstrate, through the submitted CV and supporting qualifications, that the resource meets the minimum qualification and experience requirements for each specialist capability against which the resource is proposed.			
RAIL FREIGHT MARKET STUDY EXPERIENCE			
Specific experience in undertaking rail freight market studies, regulatory reviews or competition assessments.	The bidder must identify which of the **submitted reference projects demonstrate experience in the areas listed below**. The evaluator will assess the identified projects against the required experience areas. **Required Experience Areas** The projects must collectively demonstrate experience in: • Rail freight market studies or sector reviews; • Market definition and competition assessments • Infrastructure access and capacity allocation analysis; • Pricing, tariff structures and cost driver analysis; • Market concentration and market power assessment; • Stakeholder consultation and data collection within the rail freight sector or other regulated network industries.		**20**
	Submitted projects do not demonstrate any of the required experience areas.	0	
	Submitted projects demonstrate one (1) to two (2) required experience areas.	5	
	Submitted projects demonstrate three (3) to four (4) required experience areas.	10	
	Submitted projects demonstrate five (5) required experience areas.	15	
	Submitted projects demonstrate all six (6) required experience areas.	20	
Total points on functionality			**100**

9.3. Pricing Considerations and Specific Goals (Phase 3)

9.3.1. Bidders' price quotations must be inclusive of all applicable taxes (including VAT)

9.3.2. Service providers are required to detail their rates / itemized pricing schedule.

9.3.3. Bidders total price proposal weighs 80 points.

Specific goals

9.3.4. The bidder must submit SBD 6.1 preference points claim form.

9.3.5. The bidder must submit a BBBEE certificate/ Sworn affidavit.

9.3.6. Specific goal: BBBEE Level 1 Companies as per SBD 6.1. Weighs 20 Points

NB: Tax status for the recommended bidder will be verified on Central Supplier Database (CSD) or SARS E-Filing prior to awarding. If the bidders' tax matters are non-compliant the Regulator will apply clause 4.2 of the National Treasury Instruction No. 09 of 2017/2018, if the bidder is still not compliant then the Regulator will exercise clause 4.3 of the said instruction note.

10. CONDITIONS TO BE OBSERVED

10.1. No RFQ shall be deemed to have been accepted unless and until a formal contract / letter of award / order form is prepared and executed. Quotation shall remain open for acceptance by the Ports Regulator for a period of ninety **(90) days** from the closing date of the RFQ Enquiry.

10.2. The anticipated duration of the Market Study shall be 3-4 months from the date of appointment.

10.3. The Regulator reserves the right to amend the project schedule where necessary.

11. CONFIDENTIALITY AND CUSTODY OF SERVICE DOCUMENTS

11.1. Any information supplied to or obtained by the service provider or its security officers during the course of the contract shall be treated as confidential and not divulged to any other third party.

11.2. Reports and records generated by the service provider, shall be treated as confidential, and shall be handed over to the Regulator for safe-keeping.

11.3. No material or information derived from the provision of the services under the Contract may be used for any purposes other than those of the Regulator, except where authorized in writing to do so. All information will be held strictly confidential. The successful Service Provider may be required to sign a Confidentiality Agreement with the Regulator.

12. COMMUNICATION

12.1. All enquiries relating to this RFQ should be sent via email: quotations@portsregulator.org

13. RESERVATION OF RIGHTS

13.1. The service provider shall bear all costs and expenses associated with preparation and submission of its RFQ, and the Ports Regulator of South Africa shall under no circumstances be responsible or liable for any such costs, regardless of, without limitation, the conduct or outcome of the bidding, evaluation, and selection process.

13.2. The Regulator reserves the right to amend, withdraw or cancel this Terms of Reference at any stage and shall not be liable for any costs incurred by bidders in preparing submissions.

13.3. The appointment of a Service Provider pursuant to this Terms of Reference shall not create any expectation regarding future work or appointments

14. PENALTY REGIME

14.1. The Regulator shall issue a non-compliance notice or warning to the service provider for every contractual breach, and demand that same be rectified within reasonable time. This provision does not supersede the Regulator’s right to discontinue or cancel the contract as provided for under the “Cancellation of Contract” clause.

15. CANCELLATION OF THE CONTRACT

15.1. The Regulator reserves the right to cancel the contract forthwith and to terminate the services of the successful service provider without prior notice to do so if the successful service provider becomes unable for any reason whatsoever to implement any of the terms of the contract due to causes within his/her control or delay without proper cause, proof of which shall rest on the successful service provider. In such an event, the successful service provider shall, when called to do so, hand over to the Regulator all documents and papers which are related to the project.

15.2. The Regulator may at any time discontinue the services of the successful service provider, with one (1) calendar months’ notice and without any obligation to allow the successful service provider to execute the remainder of the services. The Regulator will also have the right to ask for new bid for the remainder of the services, which might exclude the successful service provider, should the Regulator not be satisfied with the executing of any part of the services

15.3. Should the contract be cancelled in terms of paragraph 18.1 above, the quantum of remuneration due to the successful service provider for services rendered prior the date of the termination of the Agreement shall be determined between the Regulator and the successful service provider.

16. CONCLUSION

16.1. The Market Study represents an important component of the Regulator's mandate to promote efficiency, competitiveness, transparency and cost-effectiveness within the transport sector.

16.2. The Regulator seeks to appoint a suitably qualified Service Provider capable of providing the multidisciplinary expertise required to undertake a comprehensive, evidence-based assessment of the rail freight sector in South Africa and to support the development of an informed regulatory understanding of the sector.

END OF RFQ DOCUMENT

Annexed to this document for completion and return with the document:

- Quotation on a letterhead
- Declaration of Interest (SBD 4)
- Copy of CSD Report or MAAA Number (National Treasury)
- B-BBEE Certificate

- Preference points claim form SBD 6.1
- POPIA consent form
- Quotation on the letterhead
- Compliance in terms of technical evaluation