

Scope and Purpose

- a) This document will address readiness with respect to Acceptance.
- b) The Review Recorder will be responsible for documenting the information gathered at the readiness review meeting to produce this document.
- c) Please complete this checklist during the Acceptance Readiness Review to verify all preparatory work has been completed and all requirements specified under Clauses 7.2 (Acceptance) and 7.3 (Derogation from requirement to issue a Provisional Acceptance Certificate) of the Agreement have been complied with to allow the Company to issue a Provisional Acceptance Certificate with respect to the New Train.

The Acceptance Readiness Review is conducted to determine if the New Train under review is ready to be made available for Acceptance by deciding whether the activities are complete and verifying their compliance with the requirements of the Agreement.	
Review Date:	22/04/2024
Scheduled Acceptance Date:	30/04/2024

Acceptance Readiness Review Checklist - Activity Description						
Category	Description	Outcome				Evidence
		Yes	Yes with Conditions	No	N/A	
Acceptance Tests	Has the New Train completed and passed all its initial and (as relevant) all repeat Acceptance Tests?		✓			Please refer to Appendix "A"
Fleet Defect/Potential Fleet Defect	Has the Company notified the Contractor of a Fleet Defect or a Potential Fleet Defect (as applicable)?	✓				Notified under cover letters PRA-GIB-MSA-0440, PRA-GIB-MSA-0442, PRA-GIB-MSA-0453, PRA-GIB-MSA-0501, PRA-GIB-MSA-0523 and further notification to follow. To be rectified under relevant Fleet Defect Rectification Plans.

D

ACCEPTANCE READINESS REVIEW

EM 01 20 209

Acceptance Readiness Review Checklist - Activity Description						
Category	Description	Outcome				Evidence
		Yes	Yes with Conditions	No	N/A	
Quality Assurance	Have all stage inspections listed in the Quality Assurance Plan been carried out and correctly witnessed?	✓				All stage inspections, pursuant to clause 7.2.4 of the Quality Assurance Plan, are listed with associated evidences, in the EM 01 20 209 Data Book. Open points are also in the attached spreadsheet in Appendix "B"
Necessary Consents	Have all Necessary Consents in respect of the New Train, to enable its entry into revenue earning service and operation (without any restrictions, qualifications and/or conditions) on the Relevant Network at normal line speeds up to a maximum of 120 (one hundred and twenty) kilometres per hour, been obtained by the Company?	✓				The applicable Necessary Consents for the Limited Service between Pretoria and Piensaarspoort stations are included In Appendix "C"
Deliverable Materials	Have the relevant parts of the Deliverable Materials relating to the manufacture, testing and quality assurance of the New Train, or relating to the training of personnel in relation to the operation and maintenance of the New Train (including all relevant Manuals) been received by and to the satisfaction of the Project Manager (having regard to the advice of the Testing Agent)?	✓				Refer to the attached Deliverable Materials checklist in Appendix "D"




D

ACCEPTANCE READINESS REVIEW

EM 01 20 209

Acceptance Readiness Review Checklist - Activity Description						
Category	Description	Outcome				Evidence
		Yes	Yes with Conditions	No	N/A	
Operating & Maintenance Training	Has all training of personnel in relation to the operation and/or maintenance of New Trains required to have been carried out under this Agreement or the TSSSA (as applicable) prior to the Scheduled Acceptance Date for the New Train been carried out to the satisfaction of the Project Manager (having regard to the advice of the Testing Agent)?	✓				Please refer to Appendix "E"
Acceptance of Spares Tools & Test Equipment	Have all Spares, Tools and Test Equipment required to be delivered prior to the issuance of a Provisional Acceptance Certificate for the New Train under this Agreement or the TSSSA (as applicable) been Delivered and Accepted?	✓				Please refer to Appendix "F"
Responsibility Matrix	Has each party performed its obligations set out in the Responsibility Matrix applicable to and/or necessary for Acceptance?	✓				The obligations referenced under items 19, 20, 23, 24, 25, 26, 27, 30, 31, 34, 35, 38, 39, 40, 41, 42, 46, 47, 48, 51, 52, 54, 57, 58, 59, 62, 63, 66, 67, 68, 71 & 72 of the Responsibility Matrix, Schedule 11 of the MSA, have been performed.




D

ACCEPTANCE READINESS REVIEW

EM 01 20 209

Signed by the Project Manager's Representative on behalf of the Company	Signed by the Engineers Representative on behalf of the Contractor
Name <u>VUYISILE SIDYIYO</u>	Name <u>Devendran Govender</u>
Signature 	Signature 
Date <u>23/04/2024</u>	Date <u>23/04/2024</u>
By signing this document I agree that the New Train, the subject of this review is eligible to receive a Provisional Acceptance Certificate.	

Appendix A

Acceptance Tests Report

All tests have been performed and completed with the exclusion of the following:

1. GSMR -Not Commissioned due to damaged PRASA infrastructure

Summary Report provided under cover of Document Transmittal GIB-PRA-MSA-T002381 and Document Transmittal GIB-PRA-MSA-T002382.

A handwritten signature in black ink, appearing to be a stylized "P" or "B" followed by a flourish.A handwritten signature in black ink, appearing to be a stylized "M" or "B" followed by a flourish.

D



ACCEPTANCE READINESS REVIEW EM 01 20 209



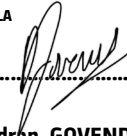
Appendix B

Consolidated Open Item List

A handwritten signature in black ink, located on the right side of the page.

A handwritten signature in black ink, located in the center of the page.

D

Open Issue Single List - TS209 EM01 20 209 PAC#209										
GIB0000006629_A0										
N°	Car Type	Source	Issue Description	Responsible Party	Localisation	Status: Open/Closed	Commitment date	Actual Completion date	Rectification WorkSheet Number	Comment/ Action Required
			QUALITY ISSUES							
			No Quality Issues							
			ENGINEERING SUPPORT and TESTING AND COMMISSIONING							
1		PC11	Netbox sim cards not installed. To be fitted when available	PRASA	Testing	Open	TBA			As per DPM #88 Discussions
2		PC11	Auxilliary Compressor cover coming loose wjile in locked position	Gibela	U/F	Open	TBA			As per DPM #88 Discussions
3		PC11	Antiroll Bar making noise	Gibela	U/F	Open	TBA			As per DPM #88 Discussions
4		PC11	Loose upper Panels	Gibela	Interior	Open	TBA			As per DPM #88 Discussions
5		PC11	Horn Covers not fluss	Gibela	Exterior	Open	TBA			As per DPM #88 Discussions
			CHANGE REQUESTS/FIELD MODIFICATIONS							
1	Gen	CR0037891	Gangway outer bellows uneven folds.	Gibela	Exterior	Open	TBA			As per DPM Discussions
2	Gen	CR0046708	Gangway Inner bellows connection to CBS opening.	Gibela	Interior	Open	TBA			
			FLEET DEFECTS							
5	Gen	Fleet Defects	None							As per the revised fleet defect rectification plans
SIGNED OF BEHALF OF PRASA  Signature: Name: Vuyisile SIDYIYO The Project Managers Representative Date: 23/04/2024 Place: Cape Town SIGNED OF BEHALF OF GIBELA  Signature: Name: Devendran GOVENDER The Engineers Representative Date: 23/04/2024 Place: Midrand										

Appendix C

Necessary Consents

A handwritten signature in black ink, located in the lower right quadrant of the page.A handwritten signature in black ink, located in the lower center of the page.

Ref: RSRR/002/1-13/02/12-ASS/1/6/5-1/2-357/9

Enquires: Joseph Nethathe

Tel: 012 848 3098

01 February 2017

BY E-MAIL

Mr. Abram Siliki Nkgabutle

Senior Manager: Business Readiness

PASSENGER RAIL AGENCY OF SOUTH AFRICA

Room 125 Pretoria Station Main Building

PRETORIA

Dear Mr. Nkgabutle

**Re: APPROVAL OF PRASA'S INTENTION TO COMMENCE A LIMITED REVENUE
SERVICE BETWEEN PIENAARSPOORT AND RISSIK STATIONS**

I refer to a letter received from PRASA dated the 11th January 2017 requesting an Approval for commencement of a limited service with commuters between Pienaarspoort and Rissik stations during off-peak operating times

HEAD OFFICE (CENTURION): Tel: +27 12 848 3000, Lake Buena Vista Building, No.1 Gordon Hood Avenue, Centurion, 0157, SOUTH AFRICA
JOHANNESBURG: +27 11 848 4000, Harrow Court, Isle of Houghton, 36 Boundary Road, Houghton Estate, 2198, SOUTH AFRICA
CAPE TOWN: Tel: +27 87 806 5180, 20th Floor, 9 Riebeeck Street (Lower Burg Street) Atterbury House, Cape Town, 8000, SOUTH AFRICA
DURBAN: +27 87 806 5219, 1st Floor, No. 101 Ridgeview Office Park, 26 Ncondo Place, Umhlanga Rocks, Durban, SOUTH AFRICA

Dr Nomusa Zethu Qunta (Chairperson), Mr Boy Johannes Nobunga (Deputy Chairperson), Mr Nkululeko Andrew Stephen Poya (CEO), Mr Zacharia Mosothoane
Mr Christiaan Johan de Vos, Major-General Michael Monashil Motlhalo, Mr Ngwako Makaepa, Ms Hilda Thamaga Thopola, Major-General Willem Adriaan Venter,
Ms Khulekelwe Masaccha Mbonambi, Ms Ntombizine Mbiza, Mr Andre Harrison, Mr Tibor Szane

Email: helpdesk@rsr.org.za | Twitter: Rail Safety | Facebook: Railway Safety Regulator | Website: www.rsr.org.za

A meeting was convened with PRASA representatives on Monday the 16th of January 2017 and the RSR conducted a readiness inspection of the rolling stock and infrastructure between Rissik and Pienaarspoort stations on the 17th, 19th and the 27th of January 2017.

The following is hereby offered in response to the request:

Life cycle phased Approvals

In granting Approvals for projects, the RSR follows a process whereby approvals are granted at distinct gates at the commencement life cycle phases. An Approval was granted for the Testing and Commissioning phase of this project; as part of this approval, the RSR granted a further permission to allow for trials of the new trainsets without commuters. The life cycle phase following Testing and Commissioning is for allowing revenue service operation- the Operations and Maintenance phase. Although limited in its scope, the RSR regards the intended limited service operations between Rissik and Pienaarspoort stations as a revenue earning operation. All matters related to this phase of the project must be addressed to the RSR's satisfaction through established processes.

Corridor Modernisation Programme

The new rolling stock acquisition project is part of a wider corridor modernisation programme. The objective of this programme is a realisation of a modern, safe and reliable commuter service. The RSR has noted several projects that have been identified as essential for the envisaged service that are currently in progress. Some of these projects are at an advanced stage and it is encouraging that they are planned to be completed before the planned commencement date of the full service operations. These include repositioning of access verification points, ISAMS, stray current mitigation, fencing and platform rectification.

Corridor Specific Risk Mitigation

The RSR was involved in an extensive review of the hazard log developed for all phases of the rolling stock operation. However, the application by PRASA for the limited service is inadequate as it was not supported by a corridor specific risk assessment.

Noting the above, the RSR hereby approves with immediate effect PRASA's application to commence with the limited service between Pienaarspoort and Rissik on the proviso that the special conditions attached to this letter are addressed and concluded.

PRASA is urged to consider issues raised in this letter and to examine, meticulously, all other pertinent systemic issues that may impede an introduction of a service that offers improved levels of customer experience, safety and reliability in line with the expectations of all stakeholders.

The RSR commits to support PRASA endeavours to introduce the service in a reasonable time.

Yours Faithfully



B. Mqoco

Executive: Technical Services

**SPECIAL CONDITIONS FOR THE LIMITED SERVICE BETWEEN PIENAARSPOORT
AND RISSIK STATIONS**

To be addressed with the RSR by Friday, 3 February 2017:

- Interchange operations at Koedoespoort station.
- During trial operations, Passenger rescue and evacuation was only done at stations. PRASA to conduct a rescue and evacuation test on the mainline.
- High risk level crossing at Pienaarspoort – RSR Inspectors observed that flagmen were not deployed to the level crossing on the 19th and the 25th of January 2017.
- PRASA acknowledged the risk of PTI incidents along the body of the vehicles (away from the doors) and plans to deploy platform marshals as one of the planned mitigations. The RSR requires a Resource Matrix per station with their roles and responsibilities. The document must also indicate the period for which this resources will be deployed at different stations.

In light of the above, PRASA is further instructed to address and conclude with the RSR the following short term conditions by 30 March 2017.

- PRASA has identified inadequacies in the availability of recovery teams for failure management.
- Management of access for passengers with reduced mobility on the corridor must be resolved-where supplied, elevators are not yet operational.
- The Trial Operations on the intended corridor revealed shortcomings in the current station operating model. Minimum requirements for operable station systems/equipment be established.
- The trial operations has also revealed minimum decision requirements for deployment of Rolling Stock from the depot. Minimum requirements for releasing Rolling Stock to be established.

Appendix D

Deliverable Material

A handwritten signature in black ink, appearing to be "M. C." or similar, written in a cursive style.A handwritten signature in black ink, appearing to be "P." or similar, written in a cursive style.

Deliverable Materials Check-List

Item	Comments	Status
Management Plans	Project Management Plan	Document reference "GIB00000000001_B0" issued to PRASA on 28 January 2015 (TS#237)
	Engineering Management Plan	Document reference "GIB00000000003_A2" issued to PRASA on 28 January 2015 (TS#237)
	Business Management Plan	Document reference "GIB00000000051_A2" issued to PRASA on 28 January 2015 (TS#237)
Master Programme	Master Programme form part of the MSA Subsequently updated by the Contract Implementation Programme (CIP), under the form agreed during PRM#1 (refer to PRM#1 MoM, document reference GIB00000000022).	CIP provided on a monthly basis as an attachment to the Progress Report.
Design Programme		Document reference "GIB00000000039_0" issued to PRASA on 20 October 2016 (TS#677).
Documentation Plan		Document reference "GIB00000000036_X0" issued under cover document transmittal GIB-PRA-MSA-T001331 on 02 October 2020.
Documentation Register		Document reference "GIB00000000045_AA0" issued under cover document transmittal GIB-PRA-MSA-T001331 on 02 October 2020.
Manuals	Operating Manuals	Document reference "GIB000000000316 - EM01 Trainset - Operating Manual_A2" issued to PRASA on 13 September 2016 (TS#646);
	Train Driver's Fault Finding Guide	Document reference "GIB000000000317 - EM01 Trainset - Train Driver's Fault Finding Guide_A2" issued to PRASA on 13 September 2016 (TS#646);
	Breakdown Manual	Document reference "GIB000000000318 - EM01 Trainset - Breakdown Manual_A2" issued to PRASA on 13 September 2016 (TS#646)
	Maintenance Manuals	Partial release of Manuals, agreed by PRASA through cover of letter PRA-GIB-MSA-0141 issued on 22 April 2015. Troubleshooting Guides, Special Tools and System Descriptions, Safety Maintenance Procedures and Maintenance Instructions included into the e-catalogue reference GIB00000000529 provided to PRASA on a CDrom on 2 August 2019 (TS#579).
	Update done as part of MSA & TSSSA contractual requirements	Updated Master Spares List provided to PRASA on 21 June 2018 under cover letter GIB-PRA-MSA-000522. The Parties, pursuant to the Company's request in letter PRA-GIB-MSA-0436. The Contractor submitted the Updated MSL inclusive of the Other Spares incorporating indexation for FY 2019/20 on 30 May 2019 under cover of document transmittal GIB-PRA-MSA-T001144.

Deliverable Materials Check-List

Software	Included into the Escrow Materials.	Part of the Escrow Materials. Escrow Agreement between PRASA, Gibela and Escrow Agent under final signature
Training Programme	Driver Training Plan	Document reference "GIB000000000011_Driver Training Planning_K.0" issued to PRASA on 13 May 2020
Training Materials	Drivers Training Materials	Training Materials provided to PRASA on: - 23 July 2015 (TS#377); - 28 September 2015 (TS#423); - 9 September 2016 (TS#648).
Progress Reports		Progress Report provided on a monthly basis
Drawings and schematics	Diagrams & Equipment drawings, Schematics and Installations drawings	Documents issued to PRASA under cover document transmittal GIB-PRA-MSA-T001061 on 11 December 2018. Documents re-issued on 01 February 2019 under cover document transmittal GIB-PRA-MSA-T001061.
Illustrated list of all Components	Illustrated Parts Catalogue	Will be provided by Gibela only for the start of revenue service. Not required for the time being. Currently addressed through the installations drawings above mentioned
Necessary Consents and Quality Assurance Documentation	Quality Assurance Plan	Document reference "GIB000000000002_D0" issued to PRASA on 29 September 2016 (TS#663)
Catalogue of Technical Materials	- Design drawing and computer models; - Drawings and schematics - Data Book; - Etc	Issued to the Company under cover Document Transmittal GIB-PRA-MSA-T001250 on 10 March 2020. (e-Catalogue V9). Next update due September 2020.

Appendix E

Driver Training and Maintenance Training

A handwritten signature in black ink, appearing to be "M. C." or similar, located at the bottom center of the page.A handwritten signature in black ink, appearing to be "P." or similar, located at the bottom right of the page.

GIB



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

Date: 22 September 2016

Mr. Piet Sebola
Passenger Rail Agency of South Africa
1040 Burnett Street
Hatfield
Pretoria
South Africa

Contract Title: Manufacture and Supply Agreement
Subject: PAC readiness - Driver Training – Confirmation letter

Dear Sir,

The training of PRASA train drivers in relation to the operation of the New Trains, required to have been carried out under the Manufacture and Supply Agreement (MSA) made between PRASA and Gibela Rail Transport Consortium RF (Pty) Ltd, is being executed to the satisfaction of the Driver Training Stream Manager. Training has been completed for the first group of 18 train drivers, who have been certified to operate the New Trains.

The training referred to above has been conducted in accordance with the approved detailed training programme and training materials referred to hereinafter.

Training programme:

- GIB00000000011_Driver Training Planning_E.0

Training materials:

- GIB0000000285 - Operate the EMU Trainset - Learner Guide_F0
- GIB0000000286 - Operate the EMU Trainset - Facilitator Guide_D0
- GIB0000000287 - Operate the EMU Trainset - Assessment Guide_H0
- GIB0000000288 - Operate the EMU Trainset - Alignment Matrix_B0
- GIB0000000320 - Operate the EMU Trainset - Practical Assessment Document_C0
- GIB0000000323 - Operate the EMU Trainset - Theoretical Assessment Document_E0

Please feel free to contact me if you require further information or clarification on any of the above.

Yours faithfully,

Bertrand THIERRY
Gibela Training Manager

Vegah Chetty
Senior Manager
Driver Training stream manager



Date: 19 October 2016

Mr. Piet Sebola
Passenger Rail Agency of South Africa
1040 Burnett Street
Hatfield
Pretoria
South Africa

Contract Title: Technical Support and Spare Supply Agreement
Subject: PAC readiness - Maintenance Training - Confirmation letter

Dear Sir,

The training of PRASA personnel in relation to the maintenance of New Trains required to have been carried out under the Technical Support and Spare Supply Agreement (TSSSA) made between PRASA and Gibela Rail Transport Consortium RF (Pty) Ltd, is being executed to the satisfaction of the PRASA National Manager Centre of Technology. Nine PRASA trainers have completed the product and first maintenance visit training and a first group of ten Maintainers has completed their training for the first maintenance visit.

The training referred to above has been conducted in accordance with the approved detailed training programme and training materials referred to hereinafter.

Training programme:

GIB0000000061 - PRASA Staff Training Programme_G0

Training materials:

GIB0000000409 - EMU trainset - Training module plan_D1

Please feel free to contact me if you require further information or clarification on any of the above.

Yours faithfully,

Bertrand THIERRY
Gibela Training Manager

Hentus ESPACH
PRASA National Manager Centre of Technology

Appendix F

Acceptance of Spares Tools & Test Equipment

A handwritten signature in black ink, appearing to be "M. C.", located at the bottom center of the page.A handwritten signature in black ink, appearing to be "P.", located at the bottom right of the page.



prasa
PASSENGER RAIL AGENCY
OF SOUTH AFRICA

Date: 31 October 2016

Mr. Piet Sebola
Passenger Rail Agency of South Africa
1040 Burnett Street
Hatfield
Pretoria
South Africa

Contract Title: Technical Support and Spare Supply Agreement
Subject: PAC readiness – Warehouse storage for Capital spares and special tools and test equipment -
Confirmation letter

Dear Sir,

The provision of a warehouse storage for the first batch of capital spares, special tools and test equipment for the New Train, supplied under the Technical Support and Spare Supply Agreement (TSSSA) by Gbela Rail Transport Consortium RF (Pty) Ltd has been reached by mutual agreement between the Contractor and the Company; whereupon agreeing the type and quantity of the first batch of Capital Spares in accordance with Schedule 1 and clause 14.2 of the Manufacture and Supply Agreement (MSA), the Contractor (Gbela) delivered to the temporary Delivery Point in Alstom's Ubunye facility in Nigel. This is a temporary arrangement until the Depot Modernisation project for the Braamfontein Rolling Stock depot is concluded or an alternative warehouse strategy is proposed and agreed.

The first phase of the first batch of Capital spares has been validated by both the Contractor and Company teams and is in the process of being paid for by the Company Project team. The second phase of the first batch is being delivered and will be validated once all parts have arrived.

The temporary delivery point in Alstom's Ubunye facility in Nigel, will be sufficient to keep spares, special tools and test equipment to perform the relevant maintenance activities. The Company (PRASA) shall use its reasonable endeavours to store such Spares in a manner compliant to their specialist requirements (as advised by the TSSSA Supplier acting reasonably). The current capital spares available will be sufficient to accommodate the first 18 train sets needs for the next 18 months for any insurance related incidents.

Please feel free to contact me if you require further information or clarification on any of the above.

Yours faithfully,



Tino Gabryk
Project Manager: Prasa Rail



Lebogang Ramokgopa
Project support: Rail SCM

www.gbela-rail.com

Registration number: 2013/046763/07
Directors: M. Dayimani / Y.F.J.J.P. Erlau (French) / O. Stockenström