

Clarification Responses

No.	Questions	Responses
1	Will it also be possible to connect to the redundant wood chip route, if and when restored?	<ul style="list-style-type: none"> • Yes, provided the engineered solution leads directly to the designated berths. • Bidders are to bear in mind the contamination risks & associated costs/fines.
2	Will TPT provide a take-or-pay guarantee for some 20 years for a minimum of 2 million tonnes of coal on offer?	<ul style="list-style-type: none"> • No, take-or-pay guarantees are not envisaged to be a part of the commercial agreement options. (Commercial agreements & the SLA will guide the proceedings).
3	Will a connected BOP be allowed to dispatch any other cargoes onto the TPT conveyor system?	<ul style="list-style-type: none"> • This will be dependent on TPT's existing customer, commercial & SLA agreements.
4	Will a connected BOP be allowed to dispatch any other cargoes by road truck to the port?	<ul style="list-style-type: none"> • This will be dependent on TPT's existing customer, commercial & SLA agreements.
5	Please provide a diagram indicating the conveyor layout of TPT and the likely place where access can be created.	<ul style="list-style-type: none"> • This has been uploaded onto the website.
6	We would like to submit the best value-enhancing solutions to Transnet. As the RFP requires consideration of many complex technical, financial and timing factors on the overall pit-to-port line, we feel that the timeline to bid is insufficient. Therefore, we are kindly requesting an extension of the closing date to 30 April 2026.	<ul style="list-style-type: none"> • The bid has been extended to the 20th of February 2026.
7	Will the anticipated PSP transaction with the selected partner potentially eliminate the need for the Coal BoP?	<ul style="list-style-type: none"> • No.
8	Under experience & capacity, can bidders submit the expertise (CVs) of the relevant personnel they have sub-contracted, but have not entered into a joint venture that meets the necessary experience?	<ul style="list-style-type: none"> • No.
9	Is the facility expected to be operational 24 months from the commencement of construction, or 24 months from the date of contract signing?	<ul style="list-style-type: none"> • 24 months from the date of contract signing.
10	Can additional berths within the port be considered in the proposal, beyond the currently earmarked berths 701 and 702?	<ul style="list-style-type: none"> • No.
11	Throughput volumes are constrained by conveyor belts. With that in mind, in terms of the design specifications, do we adhere to Transnet's specifications, or is it up to the loaders?	<ul style="list-style-type: none"> • The throughput volumes are as per the design capacity of the conveyor belts. • The bidders' conveyor system must be compatible with TPT's,

		be flexible & scalable for the future.
12	Will the coal customers be contracted to Transnet and the BoP operator is subcontracted to Transnet?	<ul style="list-style-type: none"> • Both coal customers and the BoP will be contracted to Transnet.
13	In the Step 3 – Financial Stability and Step 4 – Selection of Preferred Bidder parts of the evaluation methodology, no detailed calculation of the criteria TPT will be using to evaluate these steps has been provided. Furthermore, no information has been provided on the split between price and B-BBEE. Can TPT provide the exact methodology that will be used to evaluate Stage 3 and 4 including the points allocation for B-BBEE?	<ul style="list-style-type: none"> • Scoring is based on technical & financial criteria, which are stated under the technical evaluation framework.
14	The RFP calls for a minimum 2 Million Tons Per Annum solution. To enable the business Partner to simulate the stockpile sizing, we need to understand the following: a. How many slots of rail / trains per day will Transnet deliver to the business partner facility? b. Please explain from an export point of view, what is the frequency of ships that will be loaded with the range of vessel sizing.	<p>a) BoP partner’s solution will include the minimum no. of trains required for their siding in achieving 2 mtpa</p> <p>b) Planning, demand & customer agreements will determine the frequency of the ships & the range of vessel sizing.</p>
15	The tie-in point as stated are the H02 and H03 conveyor belts. a. Please advise the technical parameters of this belt: i. Belt Width ii. Belt Speed iii. Trough Angle b. Please provide drawings of these belts.	<p>a)</p> <p>i. 1350 mm</p> <p>ii. 3.5 m/s</p> <p>iii. 20 transition 45° TA</p> <p>b) HO3 drawings have been shared and uploaded onto the e-tender website.</p>
16	As confirmed in the Briefing Session, the facility has been requested for coal only. However, will Transnet be attracted if other commodities can be stored?	<ul style="list-style-type: none"> • Yes, TPT recognizes flexible & scalable infrastructure, and it may play as a competitive advantage for future endeavours. • This will be dependent on TPT’s existing customer, commercial & SLA agreements.
17	At the Briefing Session, it was confirmed that there will be a tripartite commercial structure with miners paying the business partner directly and an SLA between TPT and the business partner. Can TPT clarify how many agreements are envisaged in the commercial structure and who will be the parties to each agreement?	<ul style="list-style-type: none"> • This will be determined by the volume throughput committed by the customers.
18	The Experience & Capability criteria states the following:	

	<p>a) Track record in bulk logistics (Company Profile)</p> <p>b) Team expertise (Technical, SHEQ and Operations)</p> <p>c) Client references (bulk operation)</p> <p>Furthermore, page 7 of the RFP states that the business partner is required to sub-contract a minimum of 30% of the total value of the contract. It follows therefore that subcontractor experience and references should contribute towards the above Experience & Capability criteria. Can TPT confirm that this will be the case?</p>	<ul style="list-style-type: none"> • Subcontracting experience will not be considered under the experience & capability criteria unless it's part of the joint venture. • 30% of the spend for the term of the agreement as equivalence for subcontracting
19	<p>Is the 24 month timeline from contract signature, financial close (per lenders) or from receiving the EA?</p>	<ul style="list-style-type: none"> • From the signing of the contract.
20	<p>At the Briefing Session, TPT stated that the solution does not have to be berths 701 and 702 / H02 and H03 and can be for other berths / conveyors. Can TPT confirm that our understanding is correct?</p>	<ul style="list-style-type: none"> • Berths 701 and 702, with the connecting point at H03.
21	<p>Whose responsibility will the line from the tie-in point to the berth be?</p>	<ul style="list-style-type: none"> • Transnet's.
22	<p>At the Briefing Session, TPT stated that a multi-shiploader might be used in future but it is not part of the scope for now. Can TPT confirm that our understanding is correct?</p>	<ul style="list-style-type: none"> • Yes.
23	<p>At the Briefing Session, TPT stated that detailed technical information is not required at the RFP stage, e.g. geotechnical studies do not have to be provided. Can TPT clarify what specific technical information is required and what is not required?</p>	<ul style="list-style-type: none"> • Refer to section 2 of the technical evaluation.
24	<p>At the Briefing Session, TPT stated that it is looking for an 80-20 split in terms of the rail-road split. Is this the required split that each back-of-port facility has to aim for or is this the overall split for all coal arriving at the port? Furthermore, is this split in relation to the line from the mines to Richards Bay or just from the back of port facilities into the port?</p>	<p>a) Between the customer & BoP partner.</p> <p>b) From the mines to Richards Bay (BoP partner)</p>
25	<p>At the Briefing Session, TPT stated that unconstrained coal demand via its terminal is 10 MTPA. Can TPT confirm that our understanding is correct?</p>	<ul style="list-style-type: none"> • Yes, unconstrained demand in the market is 10 mtpa. Market conditions will determine the demand.
26	<p>At the Briefing Session, TPT stated that a max of 3 business partners will be contracted. Can TPT confirm that our understanding is correct?</p>	<ul style="list-style-type: none"> • One or more partners may be contracted.
27	<p>At the Briefing Session, TPT stated that bidders are required to bid in the lowest R/ton rate. However, the RFP is silent on the indexation mechanism that will be used to escalate the rate over the 15-20 year contract term. Can TPT kindly provide all bidders with an annual escalation rate and month</p>	<ul style="list-style-type: none"> • Commercial agreements will guide the escalations in line with the dynamics of the market conditions.

	of the year in which the escalation takes place so that all bidders can bid in using the same escalation parameter for comparative purposes?	
28	Page 6 of the RFP document states that the bid validity period is not applicable. We require that the bid validity period has a defined end for various commercial reasons, including adhering to clause 6 of the General Bid Conditions. Can TPT kindly provide us with a bid validity period?	<ul style="list-style-type: none"> • The bid validity period will be changed to 6 months.
29	Clause 6.2 of the General Bid Conditions is silent on the implications for a Respondent should they refuse an extension to the validity period. Can Transnet kindly provide clarity on the implications should a Respondent refuse an extension to the validity period?	<ul style="list-style-type: none"> • TPT reserves the right to explore reasons for refusal; & if not substantive / reaching amicable conditions, the bidder will be excluded from the process.
30	Clause 24 of the General Bid Conditions references a “Deed of Suretyship”. Banks typically issue guarantees and not Deeds of Suretyship for projects of this nature. Can Transnet amend clause 24 of the General Bid Conditions by replacing “Deed of Suretyship” with “guarantee” and provide the terms of the guarantee?	<ul style="list-style-type: none"> • Clause 24 remains a standard Transnet clause under RFPs issued. • During commercial negotiation, the terms might be reviewed.
31	The following queries pertain to Transnet’s Non-Disclosure Agreement included on pages 41-45 of the RFP document: We are kindly requesting that the provisions of clause 3.3 of the Non-Disclosure Agreement work both ways. Can Transnet accommodate this?	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place pertaining to confidential information and non-disclosure conditions. • Any request by the bidder will be interpreted and implemented in accordance with these policies.
32	We are kindly requesting that the provisions of clause 3.4 of the Non-Disclosure Agreement work both ways. Can Transnet accommodate this?	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place pertaining to confidential information and non-disclosure conditions. • Any request by the bidder will be interpreted and implemented in accordance with these policies.
33	Can a clause be added to the Non-Disclosure Agreement to cater for Transnet to return our Confidential Information to us in the event of our Bid not being accepted?	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place pertaining to confidential information and non-disclosure conditions. • Any request by the bidder will be interpreted and implemented in accordance with these policies.
34	Can a clause be added to the Non-Disclosure Agreement to the effect that if Transnet uses our	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place

	Confidential Information, regard being had to the exclusions, in terms of the final design and award, that this will constitute a breach of the Agreement entitling us to damages?	<p>pertaining to confidential information and non-disclosure conditions.</p> <ul style="list-style-type: none"> • Any request by the bidder will be interpreted and implemented in accordance with these policies.
35	The Non-Disclosure Agreement does not contain a dispute resolution clause. Can a dispute resolution clause be added to the Non-Disclosure Agreement	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place pertaining to confidential information and non-disclosure conditions. • Any request by the bidder will be interpreted and implemented in accordance with these policies.
36	Can a clause be added to the Non-Disclosure Agreement to the effect that if our bid is unsuccessful, our Confidential Information in Transnet's possession will be immediately returned, alternatively destroyed and a certificate to this effect provided to us?	<ul style="list-style-type: none"> • Transnet, as a public enterprise abide by policies in place pertaining to confidential information and non-disclosure conditions. • Any request by the bidder will be interpreted and implemented in accordance with these policies.
37	For Joint Ventures (JVs), is a JV B-BBEE Certificate & JV CSD Required?	<ul style="list-style-type: none"> • Yes
38	What will be the stockpile period before cargo moves to port?	<ul style="list-style-type: none"> • Dependent on the joint operation & planning.
39	We can easily accommodate 60,000 tons currently, we have the means to expand to accommodate more. Will we be considered if our land is less than 50 000 m2?	<ul style="list-style-type: none"> • The evaluation criteria shall guide the outcomes.
40	Will Transnet Reps be on the BOP?	<ul style="list-style-type: none"> • No
41	Will the BoP be responsible to get documentation for inbound cargo?	<ul style="list-style-type: none"> • Integrated process will be in place.
42	Who will be responsible for upkeep & maintenance of the siding?	<ul style="list-style-type: none"> • The BoP partner.
43	In terms of growth & development, will the BoP solely be responsible for upgrading their infrastructure to accommodate said growth?	<ul style="list-style-type: none"> • Yes.
44	Please confirm that the new ship loader, dedicated for Berth 702, will be provided by TPT with a peak design capacity of 4000 tph or ? tph and if that ship loader will be given exclusive rights for utilization and maintenance by the bidder?	<ul style="list-style-type: none"> • The ship loader, its specifications, and maintenance will be the responsibility of Transnet.
45	For the Power Supply for this Ship loader. If the ship loader is not to be supplied by TPT, from which substation must we provide electrical equipment from, and is there enough available incomer and transformer capacity or must we provide for that	<ul style="list-style-type: none"> • The ship loader, its specifications, and maintenance will be the responsibility of Transnet.

	substation extension or new substation to feed this ship loader any or any new in-plant conveyors to enable exports at berth 701/702?	<ul style="list-style-type: none"> • The power supply can only be provided by TPT. 																		
46	For the 2mtpa, please advise split between rail and road.	<ul style="list-style-type: none"> • 80% rail / 20% road 																		
47	For the 2mtpa, please advise no of client or no of grades to plan for no of stockpiles in-plant conveyors to enable exports at berth 701 / 702 ?	<ul style="list-style-type: none"> • This will be determined by the commercial agreement. 																		
48	Please advise stockpile dwell time.	<ul style="list-style-type: none"> • This will be determined by the commercial agreement. 																		
49	Please advise the no. of cape size and panamax vessels	<ul style="list-style-type: none"> • This will be determined by the commercial agreement. 																		
50	Must our proposal only include for this current 2mtpa coal or for future 10mtpa proposal	<ul style="list-style-type: none"> • The minimum requirement is 2 mtpa, scalability is a competitive advantage. 																		
51	Can berth 804, new ship loader and route be considered by us an alternative to berth 702 or a complementary berth 702 i.e. Availability of berth 804 and 702, with the new CNBM machine available to us or not?	<ul style="list-style-type: none"> • No. 																		
52	For the 50 wagons per week, please advise the payload per wagon?	<ul style="list-style-type: none"> • The BoP facility must be designed to handle at least a 50-wagon train. • As it stands, TPT has not committed to an agreement of providing 50 wagons p/w. Please find the payload below. <table border="1" data-bbox="986 1290 1482 1662"> <thead> <tr> <th>Types of Wagons</th> <th>Payload Per Wagon</th> </tr> </thead> <tbody> <tr> <td>CCL – Jumbos</td> <td>84</td> </tr> <tr> <td>CGR/CC Smalls</td> <td>58</td> </tr> <tr> <td>SM/SHR (Heavy)</td> <td>50</td> </tr> <tr> <td>CFR</td> <td>58</td> </tr> <tr> <td>CAR</td> <td>61</td> </tr> <tr> <td>CHR1</td> <td>58</td> </tr> <tr> <td>CHR2</td> <td>62</td> </tr> <tr> <td>ASJ</td> <td>49</td> </tr> </tbody> </table>	Types of Wagons	Payload Per Wagon	CCL – Jumbos	84	CGR/CC Smalls	58	SM/SHR (Heavy)	50	CFR	58	CAR	61	CHR1	58	CHR2	62	ASJ	49
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53	Please clarify “Proposed rate per ton up to connecting point”, which we interpret as excluding any investment or opex cost factored into rate for new infrastructure or ship loader at berth 702 etc i.e. any capital or operational funding after connection point must be excluded from our proposed rate, which therefore means the ship loader or in-plant conveyors of mods at transfer points or electrical infra will be provided by TPT?	<ul style="list-style-type: none"> • The battery line for the BoP partner will operate from their stockpile to the connecting point. 																		

