TRANSNET NATIONAL PORTS AUTHORITY

an operating division of

TRANSNET SOC Ltd

("TNPA")

REQUEST FOR INFORMATION IN RESPECT OF THE POSSIBLE APPOINTMENT OF MARINE ENGINEERING AND SHIP REPAIR FACILITY OPERATOR TO DESIGN, FINANCE, CONSTRUCT, OPERATE, MAINTAIN, REHABILITATE, AND TRANSFER VARIOUS MARINE ENGINEERING AND SHIP REPAIR FACILITIES, INCLUDING SHIPLIFT, DRY DOCK AND FLOATING DOCK WITHIN THE MARITIME INDUSTRIAL PRECINCT OF THE PORT OF SALDANHA.

Reference Number	TNPA/2026/11/0003/11524/RFI
Issue Date	26 November 2026
Non-Compulsory Briefing Session	08 December 2026 at 10h00
Requests for Clarification Close	12 February 2027
RFI Closing Date	26 February 2027 at 16h00

Join Meeting: Microsoft Teams Meeting: https://teams.microsoft.com/meet/3322014929301165?p=BCHV6U1qhuHcXpYU1C
Meeting ID: 332 201 492 930 116 5
Passcode: N3Sd7xr7

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Disclaimer

1.1. While all reasonable care has been taken in preparing this Request for Information (**"RFI"**), the information has been prepared by Transnet National Ports Authority (**"TNPA"**) in good faith, based on information obtained from various sources. Neither TNPA nor any of its advisors accept any liability or responsibility for the adequacy, accuracy or completeness of any of the information or opinions stated herein.

1.2. Save where expressly stipulated otherwise, no representation or warranty (whether express or implied) is or will be given by TNPA or any of its officers, employees, servants, agents, advisors or any other person connected to TNPA, in whatever manner whatsoever with respect to the information or opinions contained in this RFI, or in relation to this RFI.

1.3. TNPA reserves the right to amend, modify or withdraw this RFI or any part thereof, or to cancel, withdraw or amend its plans for the introduction of potential concessions for marine engineering, ship repair, and related maritime support facilities, including but not limited to shiplift, and Floating Dock, hereinafter collectively referred to as the "Marine Engineering and Ship Repair Facilities", at any time, without prior notice and without liability to compensate or reimburse any person pursuant to such amendment, modification, withdrawal or cancellation.

1.4. The terms and conditions set out in this RFI are stipulated for the express benefit of TNPA and, save as expressly stated to the contrary, may be waived at TNPA's sole discretion at any time.

1.5. TNPA reserves the right to use any part of the information and or proposals made by a Respondent in its RFI Response at any time and to include such information in any subsequent procurement documentation which may or may not be made available at any stage to any other persons responding to this RFI, without the obligation or liability to pay any compensation or reimbursement of any nature to any person pursuant to such adoption.

1.6. This RFI is provided solely for the purpose set out herein and is not intended to form any part or basis of any investment decisions by the Respondent, its shareholders, members or its lenders.

1.7. Each Respondent that accesses this RFI must make its own independent assessment of the information provided and seek additional advice (whether professional or otherwise) as it deems necessary.

1.8. No Respondent, its shareholders, members, contractors, suppliers or lenders shall have any claim against TNPA, its officers, employees, servants, agents or Transaction Advisors, under any circumstances whatsoever, arising out of any matter relating to this RFI of any nature whatsoever, including where such claim is based on any act or omission by TNPA, or any of its officers, employees, servants, agents or Transaction Advisors of any nature whatsoever, or where such claim is based on the content of, or any omission from, this RFI of any nature whatsoever.

1. **Definitions and Interpretation**

In this RFI, except as otherwise defined herein, the following terms shall have the following meanings:

1.1. **Act**	- the National Ports Act No. 12 of 2005.
1.2. **Advisor**	- means any advisors to a Bidder, Member, Contractor, or any other participants in any Bid Responses (including legal advisors, financial advisors and transaction advisors);
1.3. **Annexure or Annexures**	- means any annexure or annexures attached to this RFI;
1.4. **Applicable Laws**	- means all local, provincial or national statutes, ordinances, regulations, by-laws, and all rules, directives, decrees, decisions, determinations, rulings, rules, judgments orders of any competent court or the Government and other instruments which have the force of law in the Republic of South Africa, from time to time, as well as the South African common law;
1.5. **Concession**	- the exclusive right granted to a to a Facility Operator, to undertake the Project in terms of section 56 of the Act, for the design, finance, construct , operate, maintain, rehabilitate and transfer marine engineering, ship repair, and related maritime support facilities, including shiplift, and Floating Dock in the Port, that may be awarded by TNPA to the Preferred Bidder pursuant to an RFP issued by TNPA.
1.6. **Dry Dock**	- a structured rectangular solid concrete construction with blocks, walls, and gates wherein construction, repairs and maintenance of merchant vessels and boats are carried out.
1.7. **Facility Equipment**	- means the movable assets, including equipment and machinery that are required for the provision of the ship repair activities and related services;
1.8. **Facility Infrastructure**	- means the Facility buildings, sheds, workshops,

	substations, surfacing, and the internal network for the provision of water, lights, power, sewerage, and similar services within the Facility boundaries.
1.9. **Facility Operator(s)**	- means the Preferred Bidder(s) granted the right to undertake the Project, pursuant to a competitive process, in terms of the FOA concluded between the Facility Operator and TNPA,
1.10. **Facility Operator Agreement (FOA)**	- the agreement to be concluded between TNPA and the Preferred Bidder in relation to the Concession, pursuant to the issuing of an RFP in accordance with section 56 of the National Ports Act;
1.11. **Facility Operations**	- means services provided at the Facility, consisting of the marine engineering and ship repair activity, for the inspection, maintenance, repair, and sometimes construction of vessels, including other ancillary services related thereto;
1.12. **Floating Dock**	- a specialized, mobile marine vessel equipped to perform on-site servicing, mechanical repairs, structural fabrication, and hull maintenance for other ships, offshore platforms, or marine infrastructure.
1.13. **Fixed Improvements**	- Mean any upgrades to the Facility Infrastructure made by the Facility Operator, which shall include but not be limited to, sheds, offices, ablutions, canteens, fencing, security systems, paving, bulk services, communication systems, lighting, substations, and general machinery, plant and equipment, as may be required to operate the Facility.
1.14. **Marine Engineering or Marine Engineering Activity**	- means the specialized discipline encompassing the design, structural analysis, fabrication, mechanical overhaul, electrical calibration, and technical modification of components, marine crafts and floating structures, including servicing propulsion, hull integrity inspections, and other complex onboard systems.

1.15. **Marine Engineering Facilities**	- means a structured area consisting of various equipment and infrastructure used for marine engineering activity and related services.
1.16. **Maritime Industrial Precinct**	- Means one of the seven precincts of the Port, and its configuration is indicated in Figure 4: Maritime Industrial Precinct Configuration;
1.17. **Port**	- the Port of Saldanha.
1.18. **Preferred Bidder**	- any Bidder that is selected by TNPA pursuant to the issuing of an RFP for the Concession following qualification and evaluation of the Bid response submitted by the Bidders.
1.19. **Project Officer**	- the person appointed by TNPA as the Project Officer for the purpose of the administration of the process contemplated in this RFI.
1.20. **Respondent**	- any entity or consortium that submits a Bid Response, which must be either a Project Company or consortium of legal entities, all of whom shall become shareholders (either themselves or through an intermediary entity) in a Project Company, who submits a Bid Response to this RFI.
1.21. **Request for Information (RFI)**	- this Request for Information document issued with the purpose to solicit information from the market relating to the possible Concession.
1.22. **RFI Response**	- the submission made by an entity or organization in response to this RFI, together with all necessary supporting documentation and the letter referred to in paragraph 8.5.1 below;
1.23. **Request for Proposal (RFP)**	- a Request for Proposals in respect of the design, finance, construct and/or rehabilitate, operate, maintain, and transfer marine engineering, ship repair, and related maritime support facilities, including shiplift, and Floating Dock in the Port, that may be issued by TNPA as contemplated in section 56 of the National Ports Act.
1.24. **Services**	- means the generalist and specialist services to be provided by the Facility Operator at a particular

	marine engineering and/or ship repair facility and shall include basis and core services as set out in the RFI Response;
1.25. **Ship Lift**	- means an elevator type facility that consists of a structural platform that is lifted and lowered exactly vertically, synchronously by a number of hoists with a platform being lowered underwater with a ship being floated above the support and then the platform with support and ship is lifted.
1.26. **Ship Repair Activity**	- The inspection, repair and maintenance of various marine crafts and vessel (as per their vessel classes), including oil rigs, which may include but not limited to dry-docking, hull scraping/blasting, machinery overhauls, steelwork inspection, non-destructive testing, painting, and critical specialized maintenance.
1.27. **Ship Repair Facility**	- Means a structured area consisting of various equipment and infrastructure used for ship repair activity, and related services.
1.28. **Sites**	- portions of land, measuring 22 ha respectively, situated in the Maritime Industrial Precinct of the Port of Saldanha, as depicted in figure 5;
1.29. **Transnet National Ports Authority (TNPA)**	- An operating division of Transnet SOC Ltd
1.30. **Transaction Advisors**	- transaction advisors, as may be appointed by TNPA to assist with any further stages of the envisaged procurement program for the Concession.
1.31. **Transnet**	- Transnet SOC Ltd, Registration Number 1990/000900/30, duly incorporated in terms of the company laws currently in place in the Republic of South Africa.

2. **Background**

2.1.1 TNPA is established through the Act to be a ports authority and landlord, responsible for the safe, efficient and economic functioning of the national ports system, which it manages, controls and administers on behalf of the State.

2.1.2 Section 11 of the Act prescribes the core functions of TNPA, to include the following:

2.1.2.1 to plan, provide, maintain and improve port infrastructure;

2.1.2.2 prepare and periodically update a port development framework plan for each port;

2.1.2.3 to promote the use, improvement and development of ports and control land use within the ports, having the power to lease port land under conditions that it determines;

2.1.2.4 to promote greater representation, in particular to increase participation in port operations of historically disadvantaged people; to provide or arrange marine-related services, i.e. pilotage services, tug assistance, berthing services, dredging and hydrographic services;

2.1.2.5 to promote greater representation, in particular to increase participation in port operations of historically disadvantaged people; to provide or arrange marine-related services, i.e. pilotage services, tug assistance, berthing services, dredging and hydrographic services;

2.1.2.6 to ensure that adequate, affordable and efficient port services and facilities are provided, including regulatory oversight of all port activities; and

2.1.2.7 to provide aids to assist the navigation of vessels within port limits and along the coast.

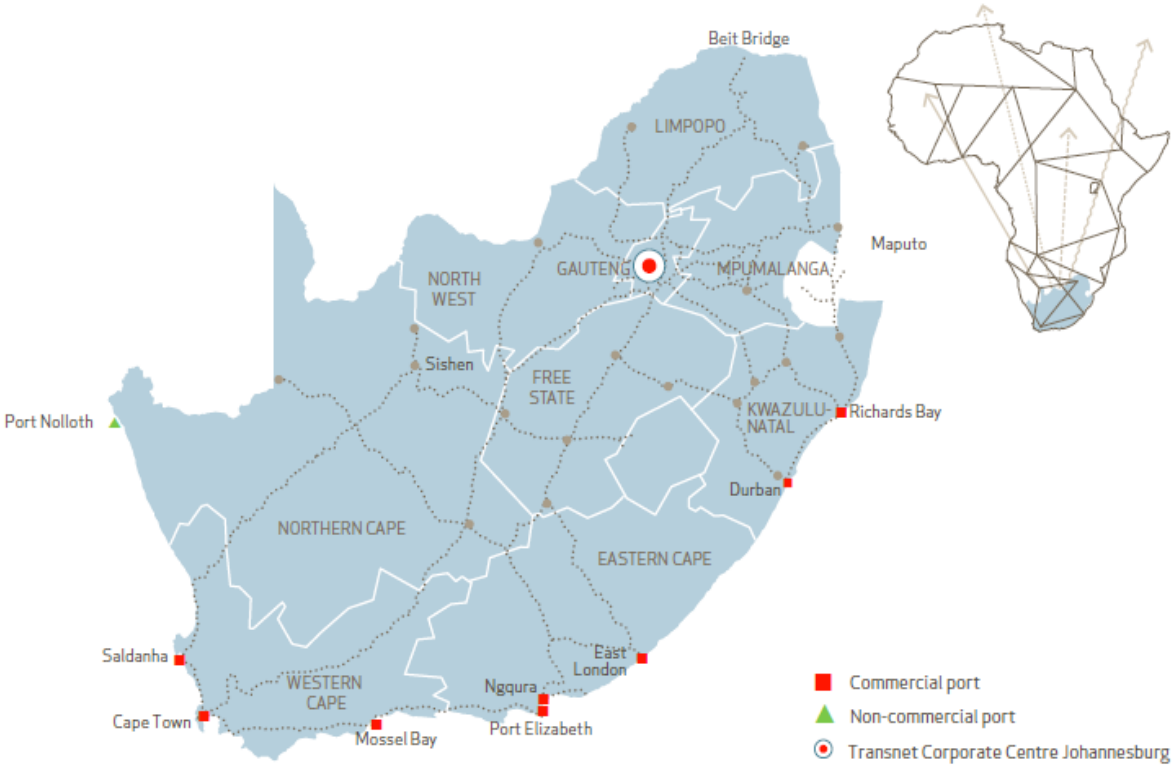
2.1.3 At an operational level, TNPA occupies a strategic position in the country's transport and logistics chain, managing South Africa's eight commercial seaports, namely Cape Town, Durban, East London, Mossel Bay, Ngqura, Port Elizabeth, Richards Bay and Saldanha Bay.

2.1.4 The ports under the control of the TNPA span approximately 2 800 km the South African coastline. TNPA's asset base consists of port land, basic port infrastructure and marine fleet at all the eight commercial ports. TNPA manages port land of approximately 43,4 million m² and about 750 leases across the port system.

2.1.5 TNPA provides its services to port users, namely terminal operators, shipping lines, shipping agents, cargo owners and the clearing and forwarding industry.

2.1.6 TNPA also carries a distinctive feature of being self-sustaining, unlike most other landlord port authorities that rely on national or provincial governments for financial support.

Figure 1: National Port System



3. **Introduction**

3.1.1 TNPA wishes to establish with the issuance of this RFI, if there is market appetite to undertake the concession for commercially viable, and sustainable marine engineering, ship repair, and related maritime support facilities, including Shiplift, and Floating Dock in the marine engineering precinct, Port of Saldanha.

3.1.2 In the event that, RFI Responses, submitted by Respondents indicate favourable prospects for the envisaged Concession, the TNPA may issue one or more RFPs, for the appointment of Facility Operator(s) to undertake the Concession, as provided for in section 56 of the Act.

3.1.3 Section 56 of the Act permits TNPA to enter into an agreement with any person in terms of which that person, for the period and in accordance with the terms and conditions of the agreement, is authorised to:

3.1.3.1 design, construct, rehabilitate, develop, finance, maintain or operate a port terminal or port facility, or provide services relating thereto;

3.1.3.2 provide any other service within a port designated by TNPA for this purpose;

3.1.3.3 perform any function necessary or ancillary to the matters referred to in paragraphs (a) and (b); or

3.1.3.4 perform any combination of the functions referred to in paragraphs (a), (b) and (c).

3.1.4 A Facility Operator Agreement, will be negotiated and concluded with the Preferred Bidder(s), following the conclusion of the process outlined in paragraph 3.1.2. above. A draft Facility Operator Agreement, which will record the respective rights and obligations of the TNPA and the Facility Operator(s), will be annexed to the RFP that may be issued.

3.1.5 In undertaking the Project, the Facility Operator(s) will be responsible for the development of whatever Facility Infrastructure, including fixed improvements to the Project Site, it will require to undertake the Project, which shall include but not be limited to, sheds, offices, ablutions, canteens, fencing, security systems, paving, bulk

services, communication systems, lighting, substations, and general machinery, plant and equipment, as may be required to operate the Facility.

3.1.6 Respondents to note that ownership of existing fixed improvements to the Project Site shall remain vested with the TNPA and that any further fixed improvements to the Project Site effected by the Facility Operator for the purpose of undertaking the Concession shall deemed to be immovable and handed back to the TNPA on the expiry of the Facility Operator Agreement.

4. Port of Saldanha Overview

4.1.1 The Port of Saldanha is located on the west coast of the Western Cape Province and is home to the largest and deepest natural port in Southern Africa. The Port is strategically positioned along international shipping routes and is supported by integrated road, rail, sea, and air transport networks, making it a key gateway for maritime trade, marine engineering, offshore support services, logistics, and industrial development, and boasts the following attractive features:

4.1.1.1 The Port is situated within the Saldanha Bay municipal area and serves as a key economic hub for the West Coast region of South Africa.

4.1.1.2 The Port benefits from established road and rail connectivity, including the Sishen-Saldanha rail corridor, providing efficient access to domestic and international markets.

4.1.1.3 The Port is adjacent to major industrial and energy developments, including the Freeport Saldanha Special Economic Zone (SEZ), which focuses on marine services, offshore support, fabrication, logistics, manufacturing, and energy-related industries.

4.1.1.4 Strategically located along international shipping routes off the west coast of Southern Africa, the Port is well positioned to support maritime trade, marine engineering, ship repair, offshore oil and gas activities, renewable energy initiatives, and related industrial developments.

4.1.1.5 The Port presents significant opportunities for the development of marine engineering and ship repair facilities, offshore support bases, fabrication

yards, vessel maintenance services, and other maritime industrial activities within the Maritime Industrial Precinct.

4.1.1.6 The Port's deep-water characteristics, extensive land availability, proximity to offshore oil, gas and renewable energy opportunities, and integration with the regional industrial economy position it as a strategic location for future maritime and industrial investment.

4.2. **Port Precincts**

4.2.1. **Figure 2:** Aerial view of the Port Precinct



4.3. **Precinct Overview**

4.3.1. The Port consists of seven precincts, each serving a distinct operational and strategic function within the Port:

4.3.1.1. The **Small Craft Harbour** Precinct primarily accommodates port operations, tug berthing and staging, and related marine support services;

4.3.1.2. The **Commercial Precinct** primarily accommodates TNPA's administrative, commercial and business support functions;

4.3.1.3. The **Maritime Industrial Precinct** focuses on marine engineering, ship repair, fabrication, offshore support services and related maritime industrial activities;

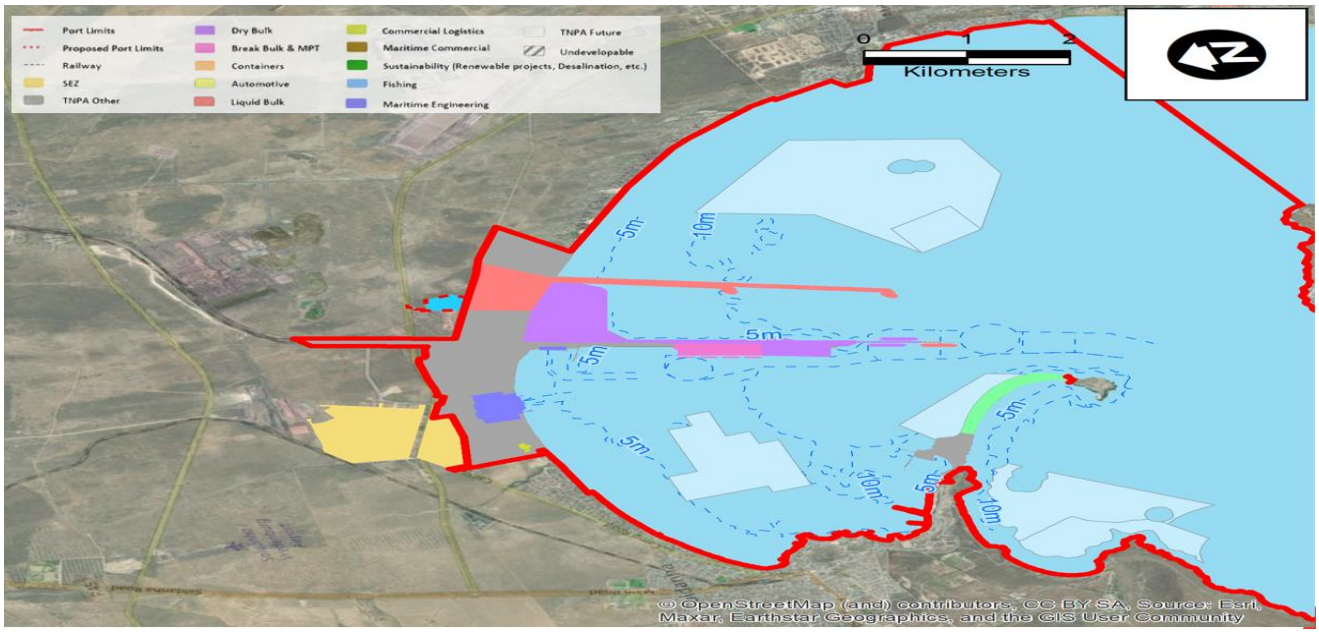
4.3.1.4. The **Logistics Corridor** Precinct provides logistics, transportation and supply chain support functions serving the Port and its users.

4.3.1.5. The **Causeway** Precinct primarily accommodates cargo handling and terminal operations undertaken by Transnet Port Terminals (TPT);

4.3.1.6. The **Liquid Bulk** Precinct primarily accommodates liquid bulk handling, storage and associated operations, including facilities operated by SFF and SANPC; and

4.4. Current layout of the Port of Saldanha

4.4.1. **Figure 3:** The current layout of the Port of Saldanha as per the latest Port Development Framework Plans.



4.5. The Maritime Industrial Precinct

4.5.1. **Figure 4:** Aerial photography of Maritime Industrial Precinct



4.6. **Location and configuration**

4.6.1. The Maritime Industrial Precinct is situated within the Port of Saldanha and is surrounded by land occupied by the Freeport Saldanha Special Economic Zone (SEZ), which supports marine engineering, offshore services, logistics and energy-related developments.

4.6.2. The Precinct measures approximately 22 hectares and comprises six workshops. One workshop is currently leased on a long-term basis to an oil spill response operator, while the remaining workshops are leased on an ad hoc basis. The precinct has been identified as a strategic area for the development of marine engineering, ship repair and related maritime industrial activities.

4.6.3. The Precinct is currently utilised for a range of activities, including the short-term leasing of workshops to various operators and contractors. The area is also used by TNPA Infrastructure as a maintenance and laydown area, including fender maintenance activities and the launching and recovery of fenders.

4.7. **Current Port Infrastructure**

4.7.1. The Precinct consists of six marine engineering workshops, laydown areas, quayside infrastructure and supporting facilities utilised for marine engineering, maintenance and related maritime activities.

4.7.2. The waterside infrastructure includes approximately 35 meters of quay frontage with an approach channel depth of approximately 6.9 meters.

4.7.3. The landside infrastructure consists of large and small workshops ranging from 256 m^2 to 5250 m^2, storage areas and supporting facilities. Three workshops are fitted with overhead cranes capacity ranging from 16, 25, and 32 Tonnes to support maintenance, fabrication and marine engineering activities.

4.7.4. The Precinct has been identified as a strategic development area for marine engineering, ship repair, offshore support services and other maritime industrial activities.

Figure 5: below provide an overview of the Sites, within the Maritime Industrial Precinct.



4.8. Proposed Development Parcels within the maritime Industrial Precinct, as shown in Figure 5.

4.8.1. The Maritime Industrial Precinct comprises approximately 22 hectares of developable land. TNPA does not necessarily envisage the appointment of a single operator across the entire precinct. Accordingly, the precinct has been divided into a number of land parcels for the purposes of this RFI, and Respondents may indicate their interest in one or more parcels depending on their proposed development and operational requirements.

4.8.2. Table 1: Precinct parcel allocation:

Available Site(s):	Allocation:	Approx Sqm:	Description of Allocation:
Parcel **A**	Ship Lift	69 000 m²	This parcel has been identified for the development of a Ship Lift and Dry Dock Facility, and associated ship repair infrastructure.
Parcel **B**	Maritime Engineering	47 000 m²	This parcel comprises workshops and laydown areas supporting ship repair, marine engineering, fabrication, and related maritime industrial activities. The total parcel size is approximately 47,000 m², including 8,886.1 m² of the three workshop space and approximately 38,113.9 m² of laydown area.
Parcel **C**	Maritime Engineering	30 000 m²	This parcel comprises workshops and laydown areas suitable for marine engineering, fabrication, maintenance, and related support services. The total parcel area is approximately 30,000 m², comprising a 1,067 m² workshop and approximately 28,933 m² of laydown area.
Parcel **D**	Maritime Engineering	43 000 m²	This parcel comprises workshops and laydown areas suitable for marine engineering, fabrication, maintenance and related support services. The total parcel area is approximately 43 000 m², comprising 1067 m² workshops and approximately 41 932 m² of laydown area.
Parcel **E**	Admin Building	24 000 m²	This parcel has been identified for potential office accommodation, training facilities, administration functions and other support services required for the operation of the precinct
Parcel **F**	Water Side Space	40 000 m²	This parcel has been reserved for future marine engineering, ship repair (floating Dock), offshore support or related maritime industrial developments.

4.8.3. Quay Characteristics and Back of quay area

Mosgas Quay:					
Description	Quay Length	Draft	Depth	LOA	Load bearing Capacity
Continuous 35m heavy-lift quay	35 m	6.9 m	8.5 m	30m	71.4 tons/m²

4.8.4. Overview of the Approach, Channel & Turning basins





5. **Objectives of the RFI:**

5.1. As stated in paragraph 3.1.1 above the objectives of this RFI are to establish whether there is market appetite, to undertake any of the Concession opportunities outlined herein, and further to obtain specific information from Respondents in respect of the following:

5.2. The nature and extent of Respondents appetite to undertake the Concession and to obtain specific information to implement the Concession;

5.2.1. TNPA intends, through this RFI to:

5.2.1.1. A better understand the Respondents' analysis of the market relevant to this RFI for each of the Marine Engineering and Ship Repair Facilities outlined in this RFI;

5.2.1.2. Refine the commercial assumptions for the Project and structure of the planned RFP to ensure that it responds to market demand;

5.2.1.3. Obtain information to better define the scope and extent of the envisaged Concession(s) for development and operation of the Marine Engineering and Ship Repair facilities contemplated in the RFI;

5.2.1.4. Obtain information on how best to structure the planned Concession Opportunities in the envisaged RFP in such a manner that it is responsive to market demand;

5.2.1.5. Understand the most appropriate risk allocation between the TNPA and the Prospective facility Operator in undertaking any of the planned Concessions outlined in this RFI;

5.2.2. TNPA requests that all entities or companies that may wish to submit bids in response to a possible future RFP, in respect to the each of the Concession opportunities, to respond to this RFI in the manner and form herein specified.

5.2.3. The submission of an RFI Response is, however, not and will not be a compulsory requirement for responding to the future RFP.

5.2.4. TNPA encourages Respondents to provide relevant market demand information for the proposed facilities.

5.2.5. The Respondent to identify challenges to the provision of safe and efficient engineering and repair services from the facilities and provide potential solutions to these challenges.

5.2.6. Furthermore, to allow sufficient opportunity for innovation, Respondents may suggest alternative use of the land parcels, which offers better value for money to TNPA but does not compromise the overall spatial planning and zoning of the site as per the Port Development Framework Plans (PDFP).

6. Information to Be Provided by the Respondent in its RFI Response

6.1. Respondents should provide:

6.1.1. The name of the Respondent, and its registration details.

6.1.2. The name and contact details of the person appointed by the Respondent as its representative in the event that the Project Officer wishes to engage with the Respondent on any aspect of the RFI or the RFI Response.

6.1.3. A clear indication of the marine engineering and ship repair (ship lift, dry dock or floating dock) facilities the Respondent is submitting an RFI Response for by responding to the questions set out in either:

- **Annexure A1** – Ship Lift,
- **Annexure B1** – Floating Dock,
- **Annexure C1** – Dry Dock, and
- **Annexure D1** – Marine Engineering

6.2. The RFI Response submitted should be as comprehensive as possible and include the information requested below together with supporting documentation in respect thereof.

6.3. Respondents are requested to provide as much detail as possible in their RFI responses to the questions posed herein.

7. Non-Compulsory Briefing Session

7.1. A non-compulsory information sharing session will be held on 08 December 2026 at 10h00.

7.2. The information sharing session will be held by a way of a virtual session on Microsoft Teams, using the following link details:

[https://teams.microsoft.com/meet/3322014929301165?p=BCHV6U1qhuHcXpYU1C]

7.3. Interested parties who want to submit an RFI Response and who did not participate in the non-compulsory information sharing session will not be precluded from submitting an RFI Response.

8. Format and Submission of RFI Responses

8.1. Submission of RFI Responses

8.1.1. The RFI Responses must be submitted to TNPA by no later than 26 February 2027 by close of business at 16h30.

8.1.2. RFI Responses reaching TNPA later than the date specified above may, in TNPA's sole discretion, not be taken into account by TNPA.

8.1.3. RFI Responses may be submitted prior to the date specified above.

8.1.4. All costs incurred by a Respondent in connection with this RFI and the preparation of its RFI Response shall be borne by the Respondent.

8.1.5. The Respondent will not have to pay any monies in order to submit an RFI Response in accordance with this RFI.

8.1.6. The Respondent is encouraged to submit any additional information that, in its view, would assist TNPA in the further development of the Project.

8.2. Each RFI Response is required to be Submitted to the Transnet e-Tenders management platform website/ Portal (transnetetenders.azurewebsites.net);

8.2.1. in a PDF format; and

8.2.2. properly indexed, readable, and capable of being electronically accessed.

8.3. Format of RFI Responses

8.3.1. The Respondent is requested to complete the RFI Response and provide all the information required in terms of this RFI and to address every item in paragraph 6 (Information to be provided by Respondents in their RFI Responses) of this RFI.

8.3.2. All pages should be numbered consecutively from beginning to end and there should be a detailed index to the entire RFI Response.

8.3.3. The RFI Response can be contained in more than one document and with annexures as the Respondent may consider appropriate to provide the information requested in this RFI. All of the documents comprising the RFI Response must be visible from the index to the RFI.

8.4. Language of the RFI Response

8.4.1. The RFI Response and all documents forming part of it shall be in English.

8.4.2. Any literature submitted with a RFI Response may be in another language so long as it is accompanied by an English translation (made by an accredited translator) of the entire document.

8.4.3. For the purpose of interpretation of the RFI Response, TNPA will rely on the English translation provided.

8.4.4. All correspondence and any other documentation exchanged between the Respondent and TNPA shall be in English.

8.5. Signing of the RFI Response

8.5.1. The Respondent is requested to provide a signed letter with its RFI Response.

8.6. Further Information

8.6.1. TNPA reserves the right to seek additional information from the Respondent regarding its RFI Response, as it may, in its sole discretion, determine whether such information has been requested under this Document or otherwise, and may request the Respondent to present supplementary information, in respect of its RFI Response.

8.6.2. The Respondent may, following the submission of an RFI Response, be requested to engage with TNPA and / or other relevant government stakeholders to discuss matters relevant to its RFI Response. Any meetings may take place electronically or at the TNPA office, which is at the following address:

Port of Saldanha
Bayvue Centre
1132 Camp Street,
Bayvue,
Saldanha,
7395

9. Contact with the Project Officer

9.1. The Respondent must give the name and contact details of the person whom it appoints to undertake all contact with the Project Officer in its RFI Response, as provided for in paragraph 6 (Information to be provided by Respondents in their RFI Responses) above.

9.2. After the submission of its RFI Response, the Respondent may only communicate with TNPA through such person and TNPA shall be entitled, at its sole discretion, to disregard any communication from the Respondent, that does not come from such contact person, and that does not go directly to the Project Officer. Once the Respondent has been issued with a unique identification number this is to be used in all communications with TNPA.

9.3. Where engagement is required with the Respondent as contemplated in paragraph 6.1.2 above, other representatives of TNPA and the Respondent will be requested to be available for such engagement.

10. Requests and Clarifications

10.1. The Respondent may request clarification on any item contained in this RFI by not later than 7 (seven) days before the cut-off date for the submission of RFI Responses specified in paragraph 8.1.1 above.

10.2. All queries and requests for clarification in respect of this RFI must be addressed to the Project Officer and emailed to tnpasldshiprepair@transnet.net or oral requests and queries addressed to persons other than the Project Officer, at the aforementioned address, may not be entertained and may not receive a response.

10.3. TNPA will endeavour in good faith to respond to all reasonable written queries and requests for clarification raised by the Respondent.