TRANSNET NATIONAL PORTS AUTHORITY

an operating division of

TRANSNET SOC Ltd

("TNPA")

REQUEST FOR INFORMATION IN RESPECT OF SHIP REPAIR FACILITY OPERATOR FOR THE FINANCING, DESIGN, CONSTRUCTION, OPERATION, MAINTENANCE AND HAND BACK OF A SHIP REPAIR FACILITY IN THE BAYHEAD PRECINCT OF THE PORT OF DURBAN

27 November 2026

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1. 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.

1.2. 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.

1.3. 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.

1.4. TNPA reserves the right, at its sole discretion and without prior notice, to amend, modify, suspend, withdraw, cancel, or terminate this RFI or any aspect thereof, or decide not to further pursue the proposed Ship Repair Facility project. TNPA shall incur no liability and shall not be obliged to compensate, reimburse, or indemnify any company or person for any costs, expenses, losses, or damages arising from or in connection with such amendment, modification, suspension, withdrawal, cancellation, or termination.

1.5. 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.

1.6. 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.

1.7. 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.

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

1.9. 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.

2. Definitions and Interpretation

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

2.1 **"Bayhead Precinct"** - one of the five precincts of the Port, and its configuration is indicated in **Figure 4: Bayhead Park Precinct Configuration**;

2.2 **"Bidder/s**" - any entity that submits a Bid Response;

2.3 **"Bid Response"** - a bid submitted by a Bidder/s in response to the RFP;

2.4 **"Boat Hoist"** - means a specialized vessel-handling facility designed to lift a vessel vertically from the water using slings and transport it ashore for repair, maintenance, refurbishment, or storage operations.

2.5 **"Common User"** - means the principle that the Shoplift Facility shall be made available for use by multiple users on a shared, non-exclusive basis, with access provided in a fair, transparent, and non-discriminatory manner, subject to applicable operational requirements, tariffs, and conditions of use.

2.6 **"Floating Dock" –** means a floating marine structure that can be submerged and re-floated through the controlled use of ballast tanks to lift vessels out of the water for inspection, repair, maintenance, refit, and construction activities. In terms of this RFI it will only to Project Site A.

2.7 **"Port Facility Operator Agreement"** - the agreement that may be concluded between TNPA and the Facility Operator in relation to the Project, pursuant to section 56 of the National Ports Act;

2.8 **"National Ports Act"** - the National Ports Act No. 12 of 2005;

2.9 **"Port"** - the Port of Durban;

2.10 **"Port Facility Operator"** - the legal entity with whom TNPA may conclude a Port Facility Operator Agreement pursuant to the issuing of an RFP in accordance with section 56 of the National Ports Act

2.11 **"Preferred Bidder"** - the prospective Port Facility Operator selected by TNPA pursuant to the RFP, to undertake the Project and with whom TNPA will conclude a Port Facility Operator Agreement;

2.12 **"Project"** - the planned project for the financing, procuring, operation and maintenance of a Ship Lift Facility by a Facility Operator pursuant to section 56 of the National Ports Act;

2.13 **"Project Officer"** - the person appointed by TNPA as the project officer for the purpose of the administration of the process contemplated in this RFI;

2.14 **"Respondent"** - any entity that submits an RFI Response;

2.15 **"RFI"** - this Request for Information document to solicit information from the market relating to the Project;

2.16 **"RFI Response"** - the submission made by an entity in response to this RFI, together with all necessary supporting documentation and the letter referred to in paragraph 8.6.1 below;

2.17 **"RFP"** - the request for proposals contemplated to be issued in due course pursuant to this RFI.

2.18 **"RFQ"** - the request for qualification contemplated to be issued to enable TNPA to select suitable Bidder/s.

2.19 **"Services"** - means the generalist and specialist services to be provided by the Port Facility Operator at a Ship Lift Facility and shall include basic and core services as set out in the RFI Response;

2.20 **"Shiplift Facility"** - means an elevator system that consists of a structural platform that is lifted and lowered vertically, synchronously by a number of hoists for the purposes of dry docking, launching, repair or transfer of vessels out of or into the water;

2.21 **"Ship Repair Facility"** - means the port repair facility which includes, for the purposes of this RFI, a Shiplift Facility and the associated designated infrastructure used in the Port for conducting ship repairs.

2.22 **"Site"**-means portion of land area measuring Project Site 1 - Option 1: Land Area A = 6 083 m², Land Area B = 550 m², Land Area C = 22 995 m², Total Land Area = 29 682 m² and Option 2: Land Area A only = 6 083 m²; and a water area measuring 8 721 m² respectively, as depicted in **figure 6**; and Project Site 2 (alternative) Total Land Area =30 783 m² depicted in **figure 7**.

2.21. **"TNPA"** - means Transnet National Ports Authority, an operating division of Transnet;

2.22. **"Transaction Advisors"** - means the firms advising TNPA or Transnet in respect of this RFI, or subsequent RFQ or RFP process;

2.23. **"Transnet"** - means Transnet SOC Ltd, registration number 1990/000900/30, as incorporated pursuant to the Legal Succession to the South African Transport Services Act, 9 of 1980.

3. Background

3.1. Transnet National Ports Authority

3.1.1. Transnet National Ports Authority (TNPA), as the landlord and port authority responsible for the safe, effective, and efficient functioning of South Africa's commercial ports, is investigating the procurement and operation of a modern Ship Lift or Slipway or Floating dock or Boat hoist Facility within the Bayhead Precinct of the Port.

3.1.2. The Port is the busiest container and general cargo port in sub-Saharan Africa and serves as a critical gateway for maritime trade in Southern Africa. As vessel traffic, maritime services demand, and regional ship repair opportunities continue to grow, there is a need to expand and modernise the port's ship repair infrastructure to support both TNPA's operational fleet requirements and the broader maritime sector.

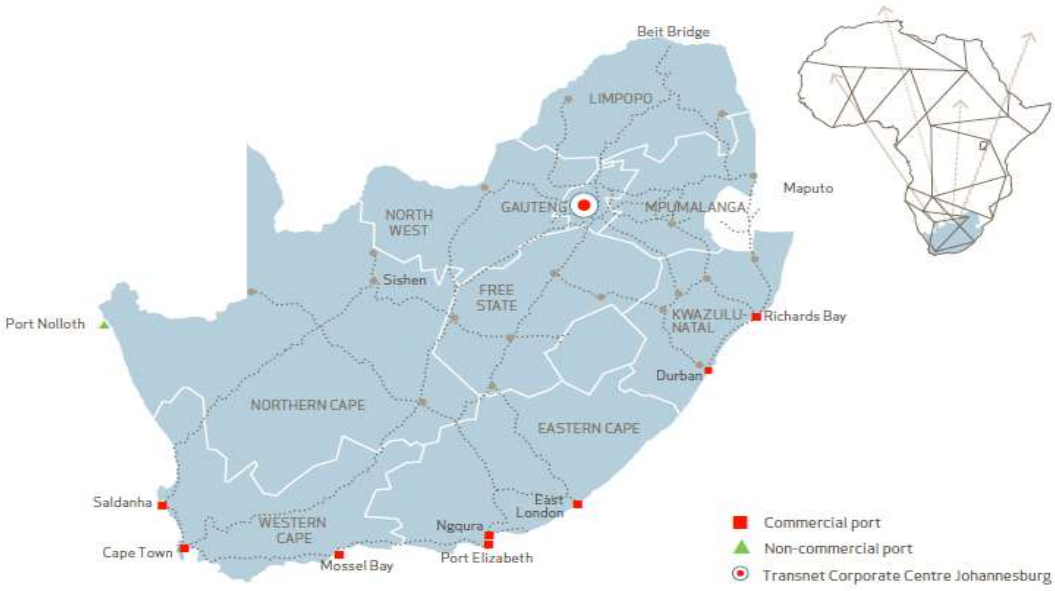
3.1.3. To support these operational requirements and stimulate growth in the local maritime economy, TNPA is considering the establishment of a Ship lift or Slipway or Floating dock or Boat hoist Facility and associated ship repair yard infrastructure in the Bayhead Precinct. The Ship lift or Slipway or Floating dock or Boat hoist Facility is envisaged as a strategic maritime asset that will provide ship repair services to a wide range of users under a Common User access principle, while ensuring that TNPA's marine fleet receives preferential access to the Ship Lift Facility when required.

3.1.4. TNPA currently operates a fleet of marine craft that perform critical port maintenance, navigational safety, dredging, pilotage and towage functions. These assets include, amongst others, harbour tugs, dredgers, pilot boats, launches, and other work vessels that require regular dry-docking, maintenance, inspection, repair and lifecycle refurbishment. The fleet enables TNPA to perform the marine services functions as prescribed in the National Ports Act, to boost the economic activities thereby stimulating growth for the country.

3.1.5. TNPA intends to explore private sector participation for the financing, procurement, operation, maintenance, and eventual hand-back of the Ship lift or Slipway or Floating dock or Boat hoist Facility under an appropriate concession or partnership arrangement. The proposed development is expected to contribute towards the growth of Durban as a regional ship repair hub, improve local ship repair capacity, create employment opportunities, facilitate skills development, support enterprise development, and enable meaningful participation by Historically Disadvantaged Individuals (HDIs), women-owned businesses, youth-owned enterprises, Small, Medium and Micro Enterprises (SMME's), and local maritime service providers, which would derive positive economic spin-offs for the Ethekwini Municipality and the surrounding businesses at large.

3.1.6. For the avoidance of doubt, TNPA's preferred solution is a modern Ship lift or Slipway or Floating dock or Boat hoist Facility which is able to accommodate large container and/or other vessels anticipated to call at the Port.

Figure 1: National Port System



3.2. Introduction

3.2.1. TNPA, wishes to establish, with the issue of this RFI, if there is market appetite to conclude an appropriate concession or partnership agreement for a commercially viable and sustainable Ship lift or Slipway or Floating dock or Boat hoist Facility in the Bayhead Precinct, Port of Durban.

3.2.2. In the event that RFI Responses submitted by Respondents indicate good prospects for the establishment of the Ship lift or Slipway or Floating dock or Boat hoist Facility then TNPA will consider issuing either an RFQ or RFP, for the appointment of Port Facility Operators to undertake the Project by way of section 56 of the National Ports Act.

3.2.3. Section 56 of the Ports 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:

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

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

3.2.3.3 perform any function necessary or ancillary to the matters referred to in paragraphs 3.2.3.1 and 3.2.3.2 ; or

3.2.3.4 perform any combination of the functions referred to in paragraphs 3.2.3.1, 3.2.3.2 and 3.2.3.3.

3.2.4. A Port Facility Operator Agreement, will be negotiated and concluded with the Preferred Bidder, following the conclusion of the process outlined in paragraph 3.2.2. above. A draft Port Facility Operator Agreement, which will be negotiated and record the respective rights and obligations of TNPA and the Port Facility Operator, will be annexed to the RFP to be issued.

3.2.5. 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 Port Facility Operator for the purpose of undertaking the Project shall be deemed to be immovable and handed back to TNPA on the expiry of the Port Facility Operator Agreement.

3.3 Port of Durban Overview

3.3.1 The Port is located on the east coast of the southern region of the KwaZulu-Natal Province, and is well positioned along the major transport routes of the province with access to regional rail and air transport and boasts the following attractive features:

3.3.1.1 It is the most urbanized administrative region in the province, within the central business district of the eThekwini Metropolitan Municipality.

3.3.1.2 At the nexus of primary transport routes such as the N2 and N3, has access to major regional and local distributor roads, and access to hinterland, especially Gauteng.

3.3.1.3 Adjacent to key economic activity areas such as the primary business and industrial nodes of the CBD and South Durban Basin. Optimally positioned to access several local labour market source areas such as Glenwood, Umbilo and Bluff.

3.3.1.4 Strategically located within a national, regional and local context, and is optimally positioned to service the Southern African community as an import and export location.

3.3.1.5 The proximity of tourist and related leisure activities to the Port provides additional opportunities for integrated growth and development, especially when considering the new Cruise Terminal at the Point Precinct, and its proximity to existing tourism nodes such as uShaka Marine World.

3.3.1.6 The locational analysis shows that the Port is well positioned to benefit from the business, industrial, tourism and socio-economic nodes and areas located close to the Port. The Port also has several opportunities for linkages with major business and tourist routes beyond KwaZulu-Natal, especially Gauteng province which is the economic hub of South Africa.

3.4 Port Precincts



Figure 2: Port Precinct

3.4.1 The Port consists of five precincts that primarily focus on separate cargo handling operations:

3.4.1.1 The Point and Recreational Precinct focuses primarily on automotive cargo and leisure;

3.4.1.2 The Maydon Wharf Precinct is a multi-functional precinct primarily focusing on break bulk and dry bulk;

3.4.1.3 The Durban Container Terminal (DCT) Precinct focuses on container handling and liquid bulk;

3.4.1.4 The Bayhead Precinct focuses on maritime repair operations and logistics; and

3.4.1.5 The Island View Precinct is primarily focused on liquid-bulk and to an extent, dry bulk.

3.5 Port of Development Framework Plan – Port of Durban

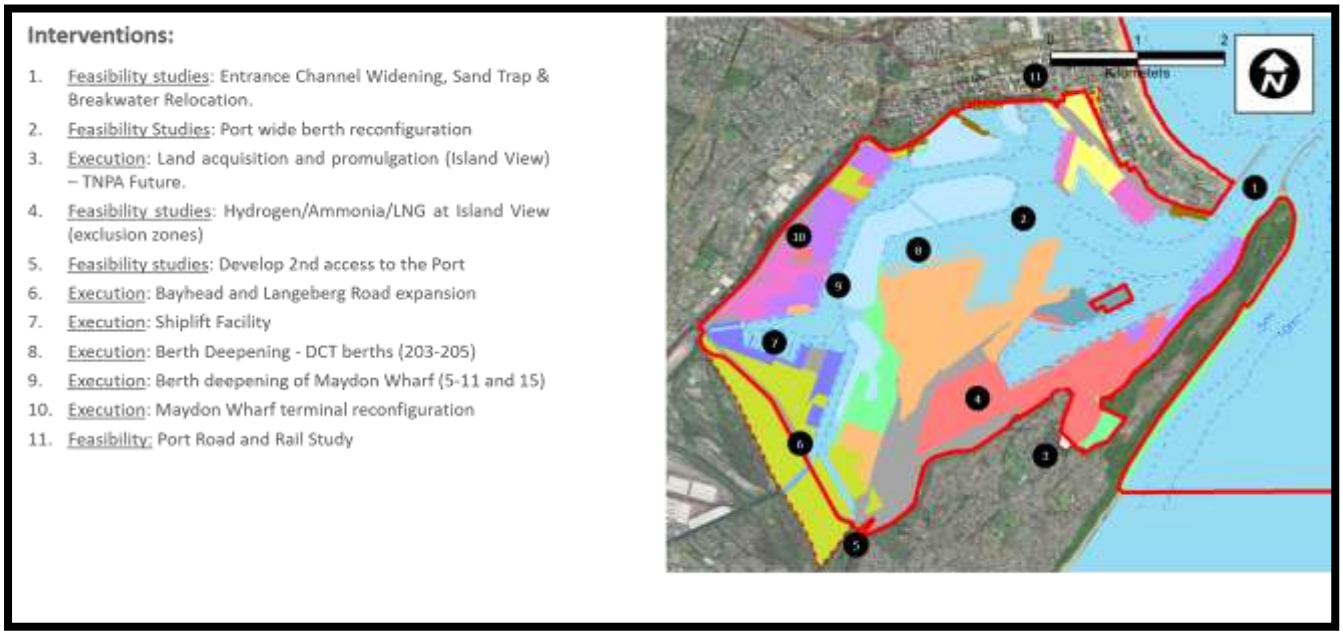


Figure 3: Port of Durban - Port of Development Framework Plan

3.5.1 TNPA took a strategic decision to modernize the Port and transform it into a regional container hub port to improve maritime connectivity, as shown in **Figure 3** (Port Development Framework Plan).

3.5.2 These improvements will create a total container handling capacity of 9million TEUs and accommodated in each of the precincts as follows:

- 1.6 million TEUs at Point Precinct;
- 7.9 million TEUs at Durban Container Hub Precinct.

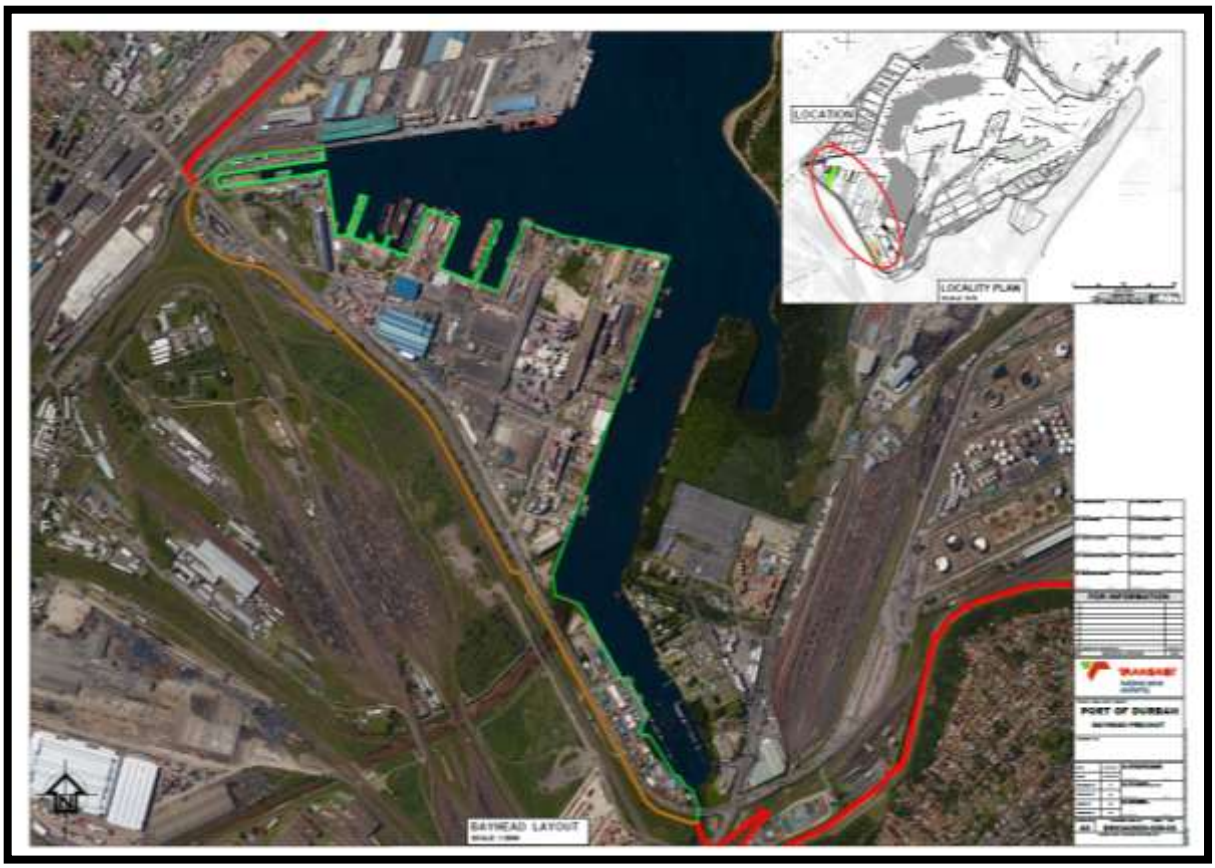
3.5.3 TNPA's Strategy to position Port of Durban as regional Container Hub, necessitates provision of critical ancillary services, including modernised ship repair facilities.

3.5.4 The Port seeks to ensure that the Ship Repair Facilities evolve in line with the global trends to maintain its market position and attract new business.

3.5.5 As a result, TNPA is seeking to attract interested Port Facility Operators to establish modern Ship Repair Facilities that will meet the growing demands of the industry and position the Port as an attractive destination for repairs within the global market.

3.6 The Bayhead Precinct

Figure 4: Aerial photography of Bayhead Precinct



3.6.1 Location and configuration

3.6.1.1 Bayhead Park is situated west of the Port, bounded by Bayhead Road on the west, South Coast Road on the north, and Langeberg Road on the south.

3.6.1.2 The whole Precinct measures about 97 hectares, of which about 33 hectares is used for ship building and ship repairs. Commercial repair works are done by SA Shipyards and Dormac, whereas TNPA only does repair works to TNPA's fleet of vessels. The remainder of the Precinct is used by other operators who are not related to the marine engineering industry, such as logistics, freight forwarding agents, containers depots etc.

3.6.1.3 The existing dry dock, viz. Prince Edward Graving Dock, is owned and operated by TNPA, as a Common User facility, available for use by other repairers.

3.6.2 Current Infrastructure

3.6.2.1 Bayhead Precinct consists of various facilities and fixed infrastructure that is used mainly for ship building and ship repair, docking and undocking of vessels, auxiliary services like electromechanical repair and manufacturing services, craneage services and other commercial activities not related to the marine engineering industry.

3.6.2.2 The Precinct consists of a 352m long and 32m wide Dry Dock (Prince Edward Graving Dock), and over 2 000 metres of quay length, used for wet repairs and docking of floating docks and a slip lane.

3.6.2.3 An additional 1 000 metres of quay length is partially available for wet repairs and docking, albeit for ships and boats of very shallow draft, as the area is next to a river canal (silt channel) that is continuously depositing sizable amounts of silt into the port basin.

3.6.2.4 It is estimated that the depth could be as low as 1 metre below chart datum, in some of the quay areas close to the silt channel.

3.6.2.5 The dredged depth at Bayhead Precinct varies from a maximum of 14 metres below chart datum, at the turning circle, reducing to about 11 metres below chart datum, at the dry dock entrance. The dredged depth reduces further along the quay walls to an average dredged depth of about 9 metres below chart datum.

3.6.2.6 Landside facilities consist of various workshops and small sheds, servicing the ship repair and ship building industry. TNPA owns and manages a large workshop (Workshop 24), in which TNPA recently invested in the modern and state of the art equipment and machinery specialising in servicing components, refurbishments, conversions, welding, cutting, fabrication, and other marine engineering activities.

3.6.2.7 The area closer to the cope line of the Berths is used as laydown and transfer area for components and large equipment.

3.6.2.8 TNPA provides the services of ship repair on a common user basis for access to dry dock and ship lifting facilities at all South African ports, meaning that these ship repair facilities are intended to be accessible to all port users requiring the services at the Ship Repair Facility.

Figure 5: Precinct Configuration and land use

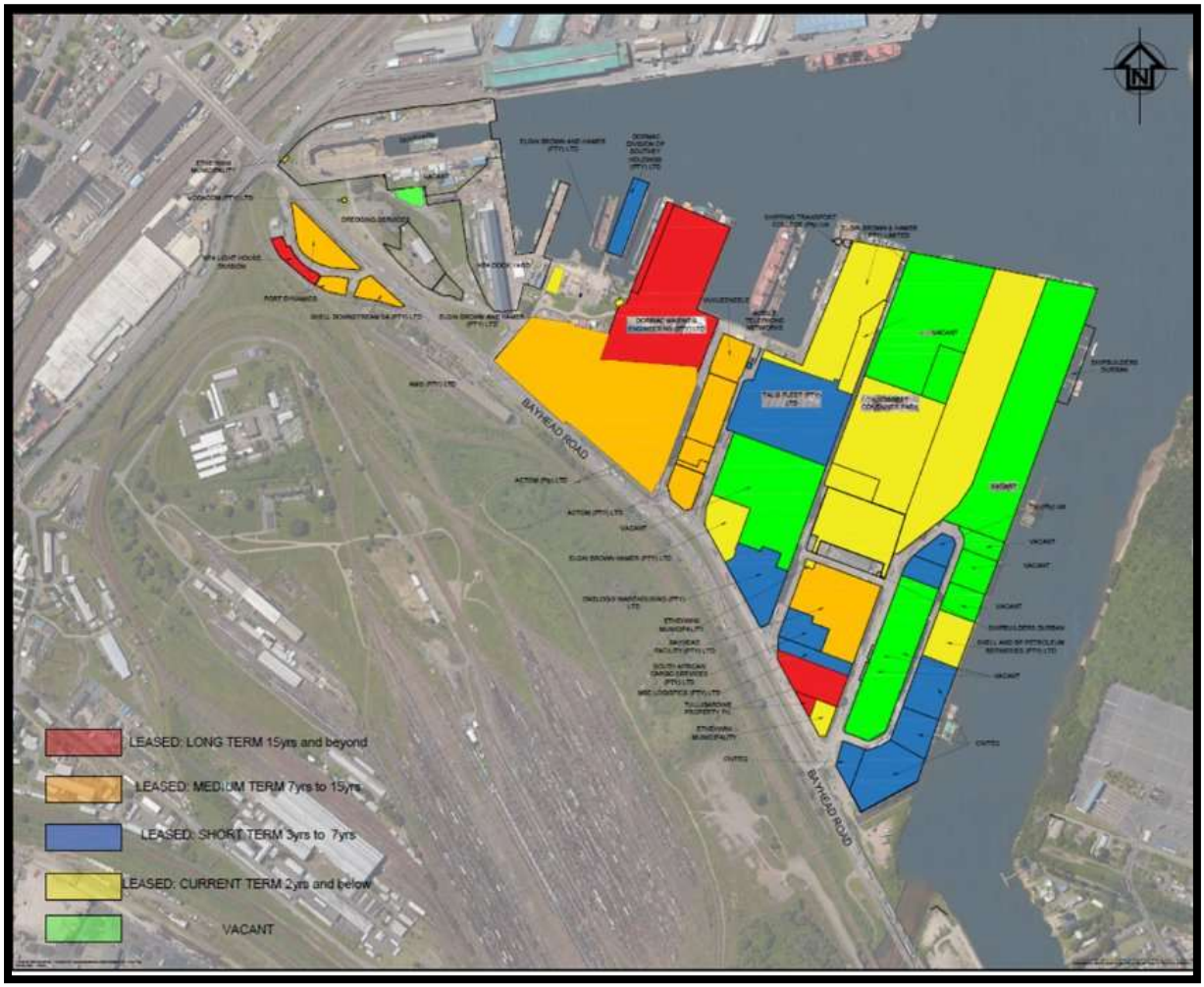


Figure 6: Overview of the Project Site 1 in the Bayhead precinct (Only for Shiplift).



3.7 Ship Lift Project Site(s)

3.7.1 Project Site 1 - Extent (Demarcated in Yellow):

3.7.1.1 Water Area: 8 721 m²

3.7.1.2 Land Area:

3.7.1.2.1 Land Area A = 6 083 m²

3.7.1.2.2 Land Area B = 550 m²

3.7.1.2.3 Land Area C = 22 995 m²

3.7.1.2.4 Total Land Area = 29 682 m²

3.7.1.3 Depth Limitations: -6.1m

Figure 7: Overview of the Project Site 2 in the Bayhead precinct. (Alternative Site)



3.7.2 Project Site 2 - Extent (Demarcated in Yellow):

3.7.2.1 Water Area = 0

3.7.2.2 Free Land Area = 21 928 m²

3.7.2.3 Total Building Area = 9 775 m²

3.7.2.4 **Total Land and Building Area = 30 783 m²**

3.7.2.5 Depth Limitations: -6.1m

4 Market Analysis for the Ship Lift Facility Industry

4.1. Overview of the Ship Lift Industry

4.1.1. Globally, ship lift facilities are increasingly being adopted as an alternative or complementary to traditional dry docks. These facilities comprise a lifting platform that is lowered below the water surface, allowing a vessel to be

positioned above it. The platform is then raised vertically, lifting the vessel clear of the water to facilitate inspection, maintenance, and repair activities.

4.1.2. Key industry trends:

4.1.2.1. Flexibility: ship lifts can handle multiple smaller vessels simultaneously, unlike dry docks which are limited to one large vessel at a time.

4.1.2.2. Efficiency: faster docking and undocking processes reduce turnaround times.

4.1.3. Market Growth:

4.1.3.1. Demand is rising for facilities that can service harbour craft, offshore support vessels and specialized ships (e.g. LNG carriers, cruise ships).

4.1.3.2. Global Adoption: Ports in Asia, Europe and the Middle East have invested heavily in ship lift technology to expand repair capacity without building new fixed dry docks.

4.1.4. Cost and Global Competitiveness:

4.1.4.1. The Bayhead Strategy emphasizes that Durban's competitiveness is strengthened by its integrated logistics ecosystem (container terminals, petrochemicals, engineering services) and skilled labour pool, which many African competitors lack.

4.1.5. Market Factors

4.1.5.1. Demand for ship repair in Durban is driven by offshore energy developments (Mozambique LNG, subsea exploration), growth in Panamax and Aframax vessels and increasing requirements for rapid turnaround of smaller vessels.

4.1.5.2. Constraints identified in the Bayhead Strategy include aging infrastructure, skills shortages in marine engineering and project management and capital funding delays that risk market-share erosion.

4.1.6. Competitiveness within the Southern African Development Community and Africa

4.1.6.1. The Port of Durban Bayhead Strategy highlights Durban's advantage: largest dry dock in Africa, strong industrial ecosystem and strategic location on Indian Ocean trade routes. Durban is well positioned to

attract vessels from Asia, Europe and the Americas due to diversion tolerance and integrated logistics support.

4.1.7. Strategic Opportunities for Ship Lift Facility

4.1.7.1. The Ship Lift Facility will provide dedicated repair space for harbour craft and smaller vessels, relieve congestion at the Prince Edward Dry Dock and improve turnaround times. It will also support offshore energy sector vessels and position Durban as a marine manufacturing hub, enabling steel fabrication, propeller refurbishment, engine overhauls and electrical systems integration.

4.1.7.2. The Port of Durban Bayhead Strategy explicitly identifies the Ship Lift Facility as a catalyst project to transform the Port into a maritime industrial cluster, integrating ship repair, marine manufacturing and offshore energy support.

4.1.8. The market analysis demonstrates strong demand for a Ship Lift Facility in Durban, with clear strategic benefits:

4.1.8.1. Freeing dry dock capacity;

4.1.8.2. Servicing smaller vessels efficiently;

4.1.8.3. Positioning Durban as a maritime industrial hub.

4.1.9. The Bayhead Ship Repair Strategy emphasizes that Durban's competitive advantage lies in its scale, location and industrial ecosystem, making it the most viable candidate for ship lift expansion in Africa. The opportunity extends beyond repair revenue to the development of a Bayhead Maritime Industrial Precinct, capable of attracting private investment in maritime, engineering, offshore energy and manufacturing sectors over the next decade.

4.2 Infrastructural Considerations

4.2.1. **Design vessel**

4.2.1.1. The Port handles the largest container traffic in South Africa, handling about 65% of South Africa's container volumes. The Port has also been earmarked for terminal expansion to handle increased container volumes and higher throughput.

4.2.1.2. This will require major upgrades and modifications to the current infrastructure, in the form of berth deepening, widening the entrance channels, passing channels and some of the turning circles.

4.2.1.3. The Port used a container vessel as the design vessel, although ship repair facilities should be flexible to handle any type of vessel. Table 4 below shows a wide range of container vessels currently in operation, percentage distribution of number of vessels and the nominal vessel dimensions for each class.

Table 4: Vessels dimensions by class

Class	TEU Range		Loa (m)	Max. Draft (m)	TEU	Beam (m)	Design Vessel	% distribution by vessel size
[0-2000)	0	2000	162	9	1290	24	Feeder	25%
[2000-3000)	2000	3000	208	12	2509	30		
[3000-4000)	3000	4000	227	12	3386	33		
[4000-5000)	4000	5000	266	13	4518	34	Panamax	37%
[5000-6000)	5000	6000	279	14	5286	35		
[6000-7000)	6000	7000	298	14	6503	40		
[7000-8000)	7000	8000	300	14	7487	43	Post Panamax	33%
[8000-9000)	8000	9000	322	15	8444	44		
[9000-10000)	9000	10000	310	15	9495	47		
[10000-11000)	10000	11000	324	16	10055	48	Neo Panamax	6%
[11000-12000)	11000	12000	351	16	11490	47		
[12000-13000)	12000	13000	328	16	12091	48		
[13000-14000)	13000	14000	366	16	13197	49		

4.2.2. **Ship Lift**

4.2.2.1. Ship lift facilities have been in use since approximately 1857 and have evolved into a widely adopted solution for vessel maintenance and repair operations.

4.2.2.2. Modern ship lift systems are available in a wide range of lifting capacities, typically ranging from 30 tonnes to more than 30,000 tonnes and are extensively utilised in ship repair facilities around the world.

4.2.2.3. The equipment requirements for vertical lift dry docking facilities are broadly similar to those of floating docks and are generally less onerous than those associated with conventional dry docks. They are also typically less expensive to own and operate than traditional dry dock facilities.

4.2.2.4. Unlike conventional dry docks, ship lift equipment must be located at or near the berth cope line.

4.2.2.5. Ship lift facilities generally require less fixed infrastructure and can be constructed and commissioned within comparatively shorter timeframes.

4.2.2.6. Ship lift platforms can be constructed on suspended pile-supported decks, thereby reducing or eliminating the need for imported backfill material and extensive ground improvement works.

4.2.2.7. Subject to available space, vessels lifted by a ship lift can be transferred to designated work areas using either end-transfer or side-transfer systems.

4.2.2.8. Side-transfer systems are generally the preferred arrangement, as they allow for more efficient use of available space and improved scheduling flexibility for maintenance and repair activities.

4.2.2.9. Side-transfer arrangements typically require a multi-level transfer platform, whereby a vessel is initially moved longitudinally before being transferred laterally to its designated work position.

4.2.2.10. At present, no vertical ship lift facility is capable of accommodating Triple-E class vessels due to the significant dimensional and lifting capacity requirements associated with these vessels.

4.2.2.11. However, as vessel sizes continue to increase, demand for larger-capacity ship lift platforms is expected to grow accordingly.

Figure 8: Ship Lift Facility



Example of a Ship Lift - Port of Port Elizabeth, South Africa

4.4.1. **Floating dock**

4.2.2.12. Similar to shiplifts, floating docks use less mechanical equipment, most of it mounted on the floating dock.

4.2.2.13. They offer high flexibility as they can be moored anywhere in the port, provided there is a docking pit (where required), and a link span bridge sufficiently long enough to connect the floating dock and the repair terminal/facility.

4.2.2.14. Floating docks tend to have limitations with regards to size and lifting capacity.

4.2.2.15. They need to be properly anchored to prevent them from breaking mooring lines.

4.2.2.16. Some of the floating docks can be articulated to increase their length in case they have to lift a longer vessel.

4.2.2.17. There is also an increasing demand for bigger floating docks, to dock of bigger vessels.

4.2.2.18. Some of the local ship repairers are already looking at acquiring floating docks used for docking ships with 400m LOA vessel length and\or 85m wide beam.

4.2.2.19. Respondents are directed to Project Site A for the Floating Dock.

Figure 9: Floating Dock Facility



5. Objectives Of the RFI:

5.1. As stated in paragraph 3.2.1 above the objectives of this RFI are to establish whether there is market appetite, from prospective Port Facility Operators to undertake the Project and further to obtain specific information from Respondents in respect of the following:

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

5.1.2. TNPA intends, through this RFI to:

5.1.2.1. Better understand the Respondents' analysis of the market relevant to this Project for the Ship Lift Facility outlined in this RFI;

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

5.1.2.3. Obtain information to better define the scope and extent of the Project for the Ship Lift Facility outlined in this RFI;

5.1.2.4. Obtain information on how best to structure the Project in the envisaged RFP in such a manner that it is responsive to market demand;

5.1.2.5. Understand the most appropriate risk allocation between the TNPA and the prospective Port Facility Operator in undertaking the Project as outlined in this RFI;

5.1.3. TNPA encourages that all entities or companies that may wish to submit bids in response to a possible RFP in future, in respect to the Project, to respond to this RFI in the manner and form herein specified. The submission of an RFI Response is, however, not and will not be a compulsory requirement for responding to the RFP in future.

5.1.4. TNPA encourages Respondents to provide relevant market demand information for the proposed Ship Lift Facility.

5.1.5. The Respondent may identify challenges to the provision of safe and efficient ship repair services from the Ship Lift Facility and provide potential solutions to these challenges.

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

6.1. Respondents are required to provide:

6.1.1. The name of the Respondent and its company 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 their RFI Response.

6.1.3. The Respondent must clearly indicate that its RFI Response relates to either Project Site 1 or Project Site 2 (Alternative site), for the Ship Lift or Slipway or Floating dock or Boat hoist Facility and must provide comprehensive responses to all questions set out in Annexure A (Ship Lift or Slipway or Floating Dock (Restricted to Project Site 1) or Boat Hoist Facility), together with all required supporting information and documentation. The respondent is required to respond to one of the two sites only and may not submit responses for both sites.

6.1.4. Land area C in Project Site 1 has a legal challenge that is currently being resolved, it is anticipated that the matter will be concluded well ahead of the RFI closing date. However, the respondents are requested to also consider Project Site 2 as an alternative in their responses.

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

7. Non-Compulsory Information Session

7.1. A non-compulsory information sharing session will be held on 10 December 2026 at 10h30.

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/3635372136736938?p=H9NcZ4wtotCkXVXhVC)

Meeting ID: 363 537 213 673 693 8

Passcode: 7Zd6Pp9Z

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 March 2027 by close of business at 16h30.

8.1.2. RFI Responses reaching TNPA later than the date and time specified above may, in TNPA's sole discretion, not be considered 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. Copies of the RFI Response

8.3. The Respondent is required to submit the RFI Response to TNPA via email in the form of one (1) complete electronic copy, together with all supporting documentation contained therein:

8.3.1.1. emailed to ShipRepairRFI.Durban@transnet.net

8.3.1.2. in Microsoft Word format, version 2007 or later, save where the document cannot be accessed by Microsoft Word, in which event the document must be provided in a PDF format, or in Microsoft Excel format, version 2007 or later; and

8.3.1.3. properly indexed, legible and capable of being opened.

8.4. Format of RFI Responses

8.4.1. 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.

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

8.4.3. 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.

8.5. Language of the RFI Response

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

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

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

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

8.6. Signing of the RFI Response

8.6.1. The Respondent is requested to provide a signed letter on an official company letterhead with its RFI Response.

8.7. Further Information

8.7.1. 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.

8.7.2. The Respondent may, following the submission of an RFI Response, be requested to engage with TNPA and / to discuss matters relevant to its RFI Response. Any meetings may take place electronically or at any of the TNPA offices.

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 communication with the Project Officer in its RFI

Response, as provided for in paragraph 5 (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 the nominated contact person and TNPA shall be entitled, at its sole discretion, to disregard any communication from the Respondent, that does not come from the nominated contact person, and that is not addressed directly to the Project Officer. The Respondent will be issued with a unique identification reference number to be used in all communication 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 may 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 ShipRepairRFI.Durban@transnet.net or verbal requests and queries addressed to persons other than the Project Officer, at the aforementioned address, will not be entertained and will 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.