



Transnet SOC Ltd
acting through its operating division, Transnet National Ports Authority
Registration Number
1990/000900/30
www.transnet.net

BRIEFING NOTE NO. 1

17 January 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

Bidder should note the following;

1. For the non-compulsory LOT 100 site visit, kindly submit ID number and person's name to PORTOFDURBANLPGRFP@TRANSNET.NET, please bring physical identity document, reflector jacket and closed shoes to the briefing session;
2. The briefing session is scheduled to start 10:00hrs at N-SHED building, no. 2 Quayside Road, Port of Durban and virtual via MS Teams link [Click here to join the meeting](#).

Yours sincerely

The Project Manager

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BRIEFING NOTE NO. 2

14 February 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

Kindly find the attached **LPG RFP Briefing Note No.2: Briefing Session Information** to bidders including the following attachments:

1. Briefing Session Presentation
2. Question and Answers
3. Annexure B (Site Map)
4. Annexure V (RFP Clarification Request Form)
5. Annexure LL (Technical Information Provided by the Port of Durban)
6. Annexure MM (LOT 100 Aerial View)
7. Annexure NN (Berth Occupancy Rate 2020 – 2022)
8. Annexure OO (Environmental Site Assessment)
9. Annexure PP (Updated Part III Evaluation Criteria stage 1)
10. Annexure QQ (Bathymetric Surveys Studies)
11. Annexure RR (Dead Weight Tonnage and Freeboard Details)

Yours sincerely

The Project Manager



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BRIEFING NOTE NO. 3

17 February 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

Bidder should note the following:

If bidders are requiring site access into Cutler, they are required to be inducted. The bidder's scope of work must be clearly defined so we can ascertain activities that require permits.

For induction bidders can contact the safety department office and arrange a suitable date and time. The bidder's scope must be submitted together with method statements and risk assessments (if applicable).

Safety department contact details:

Contact person: Jasmin Sithaldeen
Contact Number: 031 361 8948

The documents that are required from the bidders are stipulated / highlighted in yellow on the attached checklist.

This **LPG RFP Briefing Note No.3: Briefing Session Information** to bidders includes the following attachments:

1. Contractor Site Access Certificate
2. Contractor's Compliance File Assessment Checklist

The attached site access certificate must be filled in and sent through to the LPG RFP Project Manager authorizing each bidder that makes a request to go on site, the project email address to be used [PORTOFDURBANLPGRFP@TRANSNET.NET]

Yours sincerely

The Project Manager



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BRIEFING NOTE NO. 5

02 March 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

Bidder are requested to note the following changes to the wording of Clause 27.3.;

27.3. Failure to submit a valid and certified copy of a B-BBEE certificate or a joint sworn affidavit for the Consortium at the Bid Response Date of this RFP will result in automatic disqualification.

Bidders are also requested to note Clause 66.1.3. with respect to submission of the Mandatory Returnable Documents;

66.1.3. Mandatory Returnable Documents

Failure by a Bidder to provide all Mandatory Returnable Documents on the Bid Submission Date will result in a Bidder's disqualification. Bidders are therefore urged to ensure that the following Mandatory Returnable Documents are submitted with their Bid Responses:

66.1.3.1. a valid B-BBEE verification certificate that is not older than 12 (twelve) months and which is issued by a SANAS certified agency, or a valid affidavit or sworn affidavit (in the case of a Qualifying Small Enterprise or Exempt Micro Enterprise) confirming that the Bidder has at least a BEE certificate;

66.1.3.2. a mark-up version of the Terminal Operator Agreement;

66.1.3.3.a Business Case (as outlined in Annex CC);

66.1.3.4. Concept design for operating the terminal

Bidders are also requested to note Clauses 21.4 and 21.5 with respect to submission of a mark-up version of the Terminal Operator Agreement;

21.4. The Terminal Operator Agreement is negotiable, save for those Clauses referred to in Clause 21.6. Bidders are required to supply a mark-up of commercial Clauses in the Draft Terminal Operator Agreement and once a Preferred Bidder has been appointed, the mark-ups made by the Preferred Bidder, as at Bid Submission Date, will be negotiated between TNPA and the Preferred Bidder. Notwithstanding the restrictions imposed by the non-negotiable provisions as set out above, TNPA reserves the right to amend the final terminal operator agreement such that it is consistent with or aligned to the final accepted bid response.

21.5. Bidders are required to supply a mark-up of the Draft Terminal Operator Agreement in Microsoft Word format to indicate any amendments which the Bidder and its Lenders wish TNPA to consider if appointed as Preferred Bidder. TNPA will not evaluate the extent of the mark-up of the Draft Terminal Operator Agreement at the time of the submission of the Bid Response, but submission of a marked-up Draft Terminal Operator Agreement is a Mandatory Returnable Document and the failure to submit a comprehensive and fully considered Draft Terminal Operator Agreement could result in disqualification. TNPA will not consider mark-up to the Clauses specified in the table in Clause 21.6. A mark-up of these Clauses of the Terminal Operator Agreement will not be acceptable to TNPA and could result in adverse evaluation in the evaluation process of this RFP.

Yours sincerely

The Project Manager

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BRIEFING NOTE NO. 6

02 March 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

Bidder are requested to note the following with respect to accessing the LOT 100 Site in Island View:

- a) Bidders are required to submit a formal request in writing to the Project Manager, through the project email [PORTOFDURBANLPGRFP@TRANSNET.NET].
- b) The email must include the names and ID numbers of people requiring access so that day permits can be obtained from Cutler Security.
- c) The request should articulate the purpose of the visit and contain a clearly defined scope of work to determine the extent of activity to be done on the Site.
- d) Bidders requesting to conduct any exploratory activity on the site i.e., soil excavating, taking measurements to and from berths etc, will require a work permit, and the following should be noted:
 - I. A work permit requires a Risk Assessment and Method Statement to be done by the bidder.
 - II. TNPA does not prescribe a format for the Risk Assessment and Method Statement.
- e) An induction by the SHE department will be required prior to access to the site, especially for bidder requesting to conduct exploratory activity.

- I. Bidder are requested to notify the Project Manager in advance so that a suitable date and time can be arranged in consultation with SHE department prior to the site visit (preferably 3 days before the planned site visit).

High level Summary of documentary requirements for Access to the Lot 100 Site:

| Request for access to the site, to conduct exploratory works | Request for access to the site, to conduct visual inspection only. |
|--|---|
| <ul style="list-style-type: none">• Copy of Identity Document/ Driver's License;• Annexure SS Contractor Site Access Certificate;• Annexure TT Contractor's Compliance File Assessment Checklist;• Risk Assessment; and• Method Statement. | <ul style="list-style-type: none">• Copy of Identity Document/ Driver's License;• Annexure SS Contractor Site Access Certificate. |

- f) TNPA will liaise with Cutler Site Access Permit office to arrange access into the Cutler Complex for all bidders requesting to visit Lot 100.
- g) Bidders are requested to have their original ID documents with them on the day of the visit, to obtain the day permit from Cutler permit office located at checkpoint 1.
- h) Should the site work require more than 3 visits, an annual Cutler Permit will be issued by the Permit office at the expense of the Bidder.

Yours sincerely

The Project Manager



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BRIEFING NOTE NO. 7

24 March 2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

REQUEST FOR EXTENSION OF BID VALIDITY PERIOD

In terms of the RFP TNPA may, in its discretion, extend the Bid Validity Date by issuing a Briefing Note in accordance with Clause 54 (*Briefing Notes and Changes to Bid Process*), in which case, all rights and obligations of TNPA and the Bidder that were previously subject to the original Bid Validity Date shall be subject to the extended Bid Validity Date.

Please be advised that TNPA is hereby exercising the right to extend the RFP Bid Validity Date to 28 July 2023.

The purpose of extending the RFP Bid Validity Date is in order to allow for an adequate time to conduct technical and feasibility studies.

Furthermore, your attention is also drawn to Clause 52 of the RFP which reads as follows:
"If TNPA requests the Bidder to extend the Bid Submission Validity Period of its Bid Response for any reason, the Bidder must issue its response to TNPA in writing within 20 (twenty) Business Days of the date on which TNPA made the relevant request. Should the extension be agreed to by the Bidder, the Bid Response may not be varied but an extension of the

Preferred Bidder Guarantee contemplated in Clause 37 (*Bid Documentation Fee and Preferred Bidder Guarantee*), to match any such extension, may be required."

Notwithstanding this clause, given the exigencies of the situation in that the bid validity expires on 28 July 2023, your response on or before 28 July 2023 is required.

Please be guided accordingly.

Kind regards

Project Manager



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BRIEFING NOTE NO. 08

25.03.2023

REQUEST FOR PROPOSAL FOR THE POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, FINANCE, CONSTRUCT, OPERATE, MAINTAIN AND TRANSFER A LIQUIFIED PETROLEUM GAS (LPG) TERMINAL FOR THE HANDLING OF LIQUIFIED PETROLEUM GAS FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT ISLAND VIEW PRECINCT IN THE PORT OF DURBAN.

WITHDRAWAL OF BRIEFING NOTE NO 7

TNPA hereby would like to withdraw Briefing Note no. 7: Extension of Bid Validity Period, issued on 24 March 2023.

TNPA further clarifies that the Bid Validity Period remains as **365 CALENDAR DAYS FROM THE BID SUBMISSION DATE** as per the RFP issued.



Please be guided accordingly.

Kind regards

Project Manager

ANNEXURE PP

Updated Part III Evaluation Criteria stage 1

| |
|---|
| Part III Evaluation Criteria Stage 1 (Objective Criteria Assessment) |
| Criteria 1: Experience & Track Record (40) , Criteria 2: Safety, Health, Environment & Risk (10) Criteria 3: Financial Capacity (50) Criteria 4: Business Case (100) <ul style="list-style-type: none">- Market Analysis (25)- Financial Management Plan (25)- Operating Model (20)- Project Schedule (20)- Concept Design (10) Total (200) |
|   |
| Minimum Weighted Score of 70% of the Total Points required to be eligible for evaluation under Stage 2 of this Evaluation Criteria. A Bidder who does not meet the minimum 70%, will not receive any further consideration. <i>*Clause 69</i> |

ANNEXURE NN

| | Apr-21 | | | | | May-21 | | | | | Jun-21 | | | | | Volumes (KI) | NO. of vessels |
|---------------|--------------|----------------|-----|-----|------|--------------|----------------|------|-----|------|--------------|----------------|-----|-----|------|--------------|----------------|
| | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels |
| IV2 Chemicals | 62,190 | 5 | 55% | 87% | 79 | 88,591 | 9 | 77% | 78% | 64 | 83,075 | 7 | 83% | 83% | 86 | 58,879 | 5 |
| IV2 Petroleum | | | | | | | | | | | 41,950 | 1 | 9% | 81% | 69 | | |
| IV4 | 47,490 | 7 | 60% | 82% | 62 | 70,942 | 4 | 60% | 85% | 90 | 36,344 | 6 | 81% | 33% | 50 | 74,438 | 7 |
| IV6 | 144,336 | 4 | 37% | 80% | 67 | 380,399 | 11 | 100% | 72% | 66 | 234,699 | 6 | 61% | 77% | 74 | 178,689 | 7 |
| IV7 | 126,930 | 8 | 61% | 69% | 56 | 218,784 | 9 | 70% | 64% | 58 | 245,053 | 9 | 83% | 85% | 67 | 127,392 | 5 |
| IV8 | 282,117 | 10 | 99% | 67% | 72 | 279,277 | 9 | 69% | 70% | 56 | 263,436 | 9 | 66% | 76% | 54 | 194,533 | 6 |
| IV9 | 235,322 | 6 | 38% | 70% | 47 | 224,429 | 6 | 33% | 68% | 42 | 158,857 | 4 | 26% | 74% | 49 | 140,975 | 4 |
| | 898,385 | | | | | 1,173,831 | | | | | 1,063,414 | | | | | 774,906 | |

| | Apr-21 | | May-21 | | Jun-21 | | Jul-21 | | Aug-21 | | Sep-21 | | Oct-21 | | Nov-21 | | Dec |
|---------------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|------|-------------|
| | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE | NORM | ACTUAL RATE |
| IV2 Chemicals | 130 | 219 | 216 | 214 | 212 | 220 | 239 | 220 | 238 | 250 | 169 | 218 | 224 | 250 | 203 | 219 | 188 |
| IV2 Petroleum | | | | | 1200 | 850 | | | | | | | | | 1115 | 900 | 503 |
| IV4 | 169 | 267 | 191 | 208 | 156 | 220 | 173 | 207 | 291 | 250 | 181 | 216 | 165 | 257 | 201 | 209 | 203 |
| IV6 Petroleum | 757 | 875 | 813 | 927 | 864 | 743 | 1225 | 951 | 718 | 688 | 950 | 1233 | 855 | 900 | | | 785 |
| IV7 | 496 | 531 | 691 | 744 | 533 | 556 | 782 | 770 | 599 | 590 | 674 | 750 | 714 | 683 | 870 | 822 | 739 |
| IV8 | 716 | 705 | 1866 | 1006 | 785 | 794 | 915 | 1142 | 633 | 650 | 1002 | 1275 | 601 | 525 | 897 | 1095 | 592 |
| IV9 | 1348 | 1250 | 1175 | 1025 | 1276 | 1163 | 1386 | 1220 | 1107 | 1029 | 1334 | 1385 | 1276 | 1163 | 891 | 1093 | 946 |

NOTE: IV 6,IV 7,IV 8 & IV 9 are petroleum berths, vessels comes with petroleum cargo. Pump rate at island view can be affected by viscosity of cargo, distance of storage tank, storage constrains (Ullage) and curved pipes.

| Jul-21 | | | | Aug-21 | | | | | | | | Sep-21 | | | | | | | | Oct-21 | | | | | | | | Nov-21 | | | | | | | |
|--------|-----|------|----|--------------|----------------|-----|-----|------|--|--------------|----------------|---------|-----|------|--|--------------|----------------|-----|-----|---------|--|--------------|----------------|-----|-----|------|--|---------|--|--|--|--|--|--|--|
| B.O | B.U | STAT | | Volumes (Kl) | NO. of vessels | B.O | B.U | STAT | | Volumes (Kl) | NO. of vessels | B.O | B.U | STAT | | Volumes (Kl) | NO. of vessels | B.O | B.U | STAT | | Volumes (Kl) | NO. of vessels | B.O | B.U | STAT | | | | | | | | | |
| | 59% | 83% | 88 | 52,581 | 5 | 40% | 78% | 60 | | 51,936 | 6 | 59% | 77% | 72 | | 85,046 | 7 | 68% | 82% | 73 | | 68,948 | 7 | 65% | 76% | 65 | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | 41,989 | 1 | 10% | 84% | 72 | | | | | | | | | |
| | 78% | 79% | 83 | 66,448 | 7 | 46% | 72% | 49 | | 39,300 | 5 | 43% | 78% | 62 | | 55,814 | 6 | 59% | 67% | 74 | | 71,803 | 9 | 81% | 73% | 64 | | | | | | | | | |
| | 55% | 70% | 46 | 203,299 | 8 | 63% | 72% | 55 | | 225,146 | 6 | 52% | 83% | 54 | | 228,401 | 8 | 75% | 88% | 60 | | | | | | | | | | | | | | | |
| | 38% | 76% | 58 | 190,946 | 7 | 54% | 79% | 58 | | 138,108 | 7 | 73% | 55% | 60 | | 174,378 | 7 | 57% | 72% | 55 | | 204,607 | 9 | 60% | 62% | 41 | | | | | | | | | |
| | 59% | 73% | 62 | 140,406 | 5 | 48% | 80% | 70 | | 214,471 | 6 | 50% | 75% | 56 | | 145,852 | 8 | 66% | 60% | 50 | | 337,595 | 10 | 95% | 70% | 71 | | | | | | | | | |
| | 23% | 63% | 42 | 243,669 | 7 | 57% | 46% | 46 | | 166,959 | 4 | 31% | 73% | 60 | | 93,759 | 2 | 19% | 81% | 70 | | 165,477 | 4 | 15% | 76% | 58 | | | | | | | | | |
| | | | | 897,349 | | | | | | | | 835,920 | | | | | | | | 698,204 | | | | | | | | 779,482 | | | | | | | |

| -21 | Jan-22 | | | Feb-22 | | | Mar-22 | | | YTD | |
|------|-------------|------|--|-------------|------|--|-------------|------|------|----------|------|
| NORM | ACTUAL RATE | NORM | | ACTUAL RATE | NORM | | ACTUAL RATE | NORM | | ACTUAL R | NORM |
| 227 | 272 | 223 | | 157 | 210 | | 183 | 175 | 203 | 220 | |
| 900 | | | | | | | 653 | 900 | 868 | 888 | |
| 227 | 179 | 207 | | 197 | 216 | | 207 | 213 | 193 | 225 | |
| 589 | 947 | 1052 | | 870 | 798 | | 739 | 909 | 866 | 879 | |
| 692 | 619 | 766 | | 493 | 550 | | 733 | 800 | 662 | 688 | |
| 603 | 755 | 879 | | 747 | 708 | | 898 | 1178 | 867 | 880 | |
| 930 | 762 | 1430 | | 774 | 1430 | | 1375 | 1160 | 1138 | 1190 | |

| Dec-21 | | | | | Jan-22 | | | | | Feb-22 | | | | | Mar-22 | | | | | YTD | | | | |
|--------------|----------------|-----|-----|------|--------------|----------------|-----|-----|------|--------------|----------------|-----|-----|------|--------------|----------------|-----|-----|------|--------------|----------------|-----|-----|------|
| Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT | Volumes (KI) | NO. of vessels | B.O | B.U | STAT |
| 52,481 | 6 | 54% | 76% | 49 | 78,344 | 8 | 66% | 63% | 62 | 94,241 | 7 | 56% | 92% | 60 | 49,761 | 6 | 51% | 94% | 65 | 826,073 | 78 | 61% | 81% | 69 |
| 41,760 | 1 | 15% | 75% | 111 | | | | | | | | | | | 32,924 | 2 | 16% | 55% | 50 | 158,623 | 5 | 13% | 74% | 76 |
| 59,955 | 6 | 62% | 81% | 77 | 60,185 | 4 | 49% | 87% | 93 | 57,485 | 6 | 50% | 85% | 62 | 104,291 | 11 | 98% | 68% | 58 | 744,495 | 78 | 64% | 74% | 69 |
| 46,552 | 2 | 22% | 61% | 43 | 220,851 | 6 | 51% | 78% | 64 | 195,806 | 5 | 42% | 80% | 62 | 189,967 | 6 | 62% | 78% | 70 | 2,248,145 | 69 | 56% | 76% | 60 |
| 198,954 | 10 | 57% | 85% | 43 | 131,212 | 7 | 41% | 61% | 44 | 154,296 | 6 | 47% | 61% | 52 | 177,521 | 10 | 77% | 63% | 55 | 2,088,181 | 94 | 60% | 69% | 54 |
| 218,198 | 9 | 77% | 73% | 64 | 222,167 | 8 | 59% | 74% | 50 | 251,009 | 9 | 72% | 72% | 55 | 260,620 | 8 | 66% | 72% | 56 | 2,809,681 | 97 | 69% | 72% | 60 |
| 79,992 | 2 | 17% | 68% | 63 | 170,245 | 4 | 32% | 96% | 71 | 183,404 | 5 | 50% | 79% | 76 | 204,298 | 5 | 54% | 59% | 73 | 2,067,386 | 53 | 33% | 71% | 58 |
| 603,651 | | | | | 883,004 | | | | | 936,241 | | | | | 1,019,382 | | | | | 10,116,511 | | | | |

ANNEXURE RR

DWT AND FREEBOARD DETAILS

| Berth | Bollard Numbers | Quay type | Drawing No. | Length (m) | Design Depth-CD | Maximum available Depth-CD | Maximum Under keel Clearance (UKC) | Maximum Permissible Draft (m) | Design vessel | | | | Bollards Types | Uniformly distributed loading: KN/M ² (Kpa) | Maximum Point load on a 0.5x0.5m spreader (Kn) | Ship To Shore (STS) Contry Cranes | Rail track loading | Mobile cranes |
|--------------------|-------------------------|---|-------------|------------|-----------------|----------------------------|------------------------------------|-------------------------------|---------------|-----------|---------|-------|----------------|--|--|-----------------------------------|--------------------|---------------|
| | | | | | | | | | DWT (Tons) | Draft (m) | LOA (m) | B (m) | | | | | | |
| Berth 1 | 5-Jan | RC Piles | | 331 | 12,8 | 12,8 | 0,6 | 12,2 | 50000 | 12,2 | 201 | 32,3 | 80T | | | | N/A | |
| Berth 2 | 12-Jun | RC Piles | | 230 | 13,5 | 12,8 | 0,6 | 12,2 | 60000 | 12,2 | 245 | | 80T | | | | N/A | |
| Berth 3 | 19-Dec | RC Piles | | 254 | 12,8 | 12,8 | 0,6 | 12,2 | 20000 | 12,2 | 151 | 24,6 | 80T | | | | N/A | |
| Berth 4 | 19-28 | Steel sheet piling | | 242 | 10,6 | 10,6 | 0,6 | 10 | 30000 | 10 | 171 | 27,9 | 80T | | | | N/A | |
| Berth 5 | 28-40 *** | Steel sheet piling | | 180 | 13 | 13 | 0,6 | 12,4 | 60000 | 12,4 | 230 | 27,9 | 80T | | | | N/A | |
| Berth 6 | 40-52 *** | Timber piles, rail piles | | 180 | 13 | 12,3 | 0,6 | 11,7 | 60000 | 12,4 | 230 | | 80T & 150T | | | | N/A | |
| Berth 7 | 58-63 | Counter fort wall, RC piles and sand fill | | 230 | 12,8 | 12,8 | 0,6 | 12,2 | 50000 | 12,2 | 171 | | 80T & 150T | | | | N/A | |
| Berth 8 | 64-72 | RC Piles | | 230 | 12,8 | 12,8 | 0,6 | 12,2 | 50000 | 12,2 | 201 | 32,3 | 80T | | | | N/A | |
| Berth 9 | 91-98 | RC Piles | | 368 | 12,8 | 12,8 | 0,6 | 12,2 | 50000 | 12,2 | 201 | 32,3 | 80T | | | | N/A | |
| Bunker barge Berth | 73-81 | RC Piles | | 174 | 6 | 5,5 | 0,6 | 4,9 | 4500 | 5,7 | 70 | | 20T | | | | N/A | |

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LPG Terminal Briefing Session (Non-compulsory)

Date: 19 January 2023

Time: 10:00 am

Purpose: Presentation & Site Visit

Venue: N-Shed

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Introduction

TNPA is issuing this RFP, for the possible appointment of a Terminal Operator to design, develop, finance, construct, operate, maintain and transfer a Liquified Petroleum Gas (LPG) Terminal for the handling of liquified petroleum gas for a twenty-five (25) year concession at Island View Precinct in the of Durban, as provided for in section 56 of the National Ports Act.

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:

- a) design, construct, rehabilitate, develop, finance, maintain or operate a port terminal or port facility, or provide services relating thereto;
- b) provide any other service within a port designated by TNPA for this purpose;
- c) perform any function necessary or ancillary to the matters referred to in paragraphs (a) and (b); or
- d) perform any function necessary or ancillary to the matters referred to in paragraphs (a) and (b); or
- e) perform any combination of the functions referred to in paragraphs (a), (b) and (c).

Introduction Cont.

- A Terminal Operator Agreement, will be negotiated and concluded with the Preferred Bidder, following the conclusion of the process outlined in the RFP.
- A draft Terminal Operator Agreement, which records the respective rights and obligations of the TNPA and the Terminal Operator, was annexed to the RFP.
- In undertaking the Concession, the Terminal Operator will be responsible for the development of whatever Terminal infrastructure, as fixed improvements to the Project Site, it will require to undertake the Concession, which shall include but not be limited to, sheds, offices, ablutions, canteens, fencing, security systems, quay paving, bulk services, communication systems, lighting, substations and general machinery, plant and equipment, as may be required to operate the Liquified Petroleum Gas (LPG) Terminal.



Aerial Overview of Island View Precinct

Figure 1: The aerial photograph below depicts the IVP, with relevant salient information:



Background

- The Island View Precinct (IVP) is a petrochemical hub in the Port of Durban.
- The majority of the IVP footprint is occupied by cargo owners who are also terminal operators responsible for the shipping, movement and storage of South Africa's petroleum, diesel, chemicals, oils, lubricants and aviation fuel.
- The Port of Durban is the preferred entry point for bulk liquids due to the available infrastructure that connects the IVP to the Gauteng Province which is the main economic hub of South Africa via the Multi Products Pipeline (MPP).
- The liquid bulk terminals in IVP conducts the following activities in the precinct:
 - › Import, storage, distribution of fuel and fuel products, chemicals, and edible oils; and
 - › Blending, drumming (or packaging), manufacturing of oils, lubricants, greases, and other chemicals.
- The IVP consists of 10 berths and operates on a 24-hour basis.
- Vessels call at common-user berths to off-load liquid bulk products, which are pumped to and stored in tanks within the precinct. Distribution from storage tanks takes place via pipeline, road, and rail tankers.
- South Africa's chemical industry is a key sector for TNPA as it has a throughput of approximately 1.4 billion litres per year through IVP. Given the electricity crisis facing South Africa, TNPA considers LPG as an environmentally friendly reliable source of energy which can be used as an alternative to combat the energy issue faced by South Africans.

South African Energy Outlook

- The country's demand for liquid fuels is met with the import of refined fuels while refinery output is impacted by the closure of and non-operational refineries. The majority of refined fuels are now being imported and stored within the IVP.
- In June 2020, TNPA commissioned a study to analyse the market demand for liquid fuels in South Africa through the consulting firm Price Waterhouse Coopers (PWC). One of the key findings of the study indicated an increase in demand for LPG.
- LPG demand has been stable for the past decade but the push toward emissions reductions and decarbonization has already triggered the move away from fuel oils for furnace firing and other industrial applications toward LPG, Methane Rich Gas (MRG), and Liquefied Natural Gas (LNG).
- The market demand warrants the Port of Durban to facilitate the handling of LPG within the IVP.

Aerial Overview of Previous Operations on Site Lot 100





Current Aerial View of Site Lot 100



Salient Features of site Lot 100

- The salient features of the site are as follows:
 1. The site is currently a green field site with no permanent structures
 2. The property is described as a portion of Erf 689, Bluff in the extent of approximately 12 233m²;
 3. Access to the site is possible via road and rail (adjacent to the site);
 4. The site has access for connectivity to IV berths as well as the MPP for the discharge and loading of refined petroleum products; and
 5. The site has access to TNPA pipe racks on IVP berths.

A thick red diagonal line starting from the left edge and extending towards the top right.

Salient Feature of the RFP



Structure of the RFP

Part I:

Part I (**General Requirements, Rules and Provisions**) of this RFP provides the general information to the Bidders and includes, inter alia:

- The glossary of terms detailing the defined terms used within this RFP;
- Explanation of and background to the RFP and the Project;
- The scope of the Project;
- The structure and purpose of this RFP and the terms and conditions in terms of which each Bidder submits its Bid Response, including details regarding the format of each Bid Response.

Part II:

Part II (**Qualification Criteria**) of this RFP sets out the Qualification Criteria that must be satisfied by the Bidders.

- Bid Responses submitted in respect of this RFP will first be assessed on the basis of compliance with the Qualification Criteria.
- and
- Only if a Bid Response complies with the Qualification Criteria will it be evaluated in terms of Part III (Evaluation Criteria) of this RFP.

Part III:

Part III (**Evaluation Criteria**) of this RFP sets out the evaluation procedure and the Evaluation Criteria to be used by TNPA in evaluating those Bid Responses that have fulfilled the Qualification Criteria and have progressed to the Evaluation Criteria.





- The purpose of the Evaluation Criteria is to determine the relative rankings of those prequalified Bid Responses and select the Preferred Bidder.

Part IV:

Part IV (**Objective Criteria**) of this RFP sets out the evaluation procedure and the Objective Criteria in evaluating those Bid Responses that have fulfilled the Evaluation Criteria and have progressed to the Objective Criteria.

- The purpose of the Objective Criteria is to determine if there are objective grounds on which the TNPA may not proceed with awarding the Project to the Highest-Ranking Bidder in Part III (Evaluation Criteria) and instead, select the Preferred Bidder.

Overview of The Evaluation of Bid Responses

| Part II Qualification Criteria | Part III Evaluation Criteria Stage 1 (Objective Criteria Assessment) | Part III Evaluation Criteria Stage 2 (Evaluation Criteria Assessment) | Part IV Objective Criteria |
|--|---|---|---|
| Qualification Criteria 1: Administrative Responsiveness <ul style="list-style-type: none"> - Timely Submission of Bid Response - Bid Response Duly Signed - Submission of all Mandatory Returnable | Criteria 1: Experience & Track Record (40), Criteria 2: Safety, Health, Environment & Risk (10) Criteria 3 : Financial Capacity (50) Criteria 4 : Business Case (100) <ul style="list-style-type: none"> - Market Analysis (25) - Financial Management Plan (25) - Operating Model (20) - Project Schedule (20) - Concept Design (10) | Evaluation Criteria 1 - Price Concession Fee Offer (90) Points Scored = Points out of 100 x 90% = 90 points | All Bidders will be ranked based on the scores achieved and will be subjected to the Objective Criteria assessment (Part IV) prior to making the final selection of the Preferred Bidder. |
| Qualification Criteria 2: Substantive Responsiveness <ul style="list-style-type: none"> - B – BBEE Contributor Level Certificate | Total (200) | Evaluation Criteria 2 – Preference B-BBEE Scorecard (10) Points Scored = Points out of 100 x 10% = 10 points | Objective Criteria assessment: <ol style="list-style-type: none"> A comprehensive due diligence; Further consideration of the Bidder's Stage 1 Evaluation Criteria functionality assessment. Consideration of the Bidders economic development commitments: <ul style="list-style-type: none"> • Annexure HH - Development Phase Value Summary, • Annexure II - Operational Phase Value Summary. |
|   |   | | |
| <p>Bidders who comply with all the requirements of Administrative and Substantive Responsiveness will be eligible for evaluation under Part III Evaluation Criteria.</p> <p>13</p> <p><i>*Clause 65</i></p> | <p>Minimum Weighted Score of 70% of the Total Points required to be eligible for evaluation under Stage 2 of this Evaluation Criteria. A Bidder who does not meet the minimum 70%, will not receive any further consideration.</p> <p><i>*Clause 69</i></p> | <p>Bidders will be ranked in accordance with scores achieved with the highest scoring bidder being ranked first and who will then become eligible for appointment as the Preferred Bidder, provided that there is objective criteria which justify the award to another tenderer.</p> <p><i>*Clause 70</i></p> | <p>Determine if there are objective grounds on which the TNPA may not proceed with awarding the Project to the Highest-Ranking Bidder in Part III (Evaluation Criteria) and instead, select the Preferred Bidder.</p> <p><i>*Clause 18.10.</i></p> |

Briefing notes

| Clause: | Item: | Amendment: |
|----------------------|---|--|
| 18.11.3. | <ul style="list-style-type: none"> Annexure TT - (Development Phase Value Summary) Annexure UU - (Operational Phase Value Summary) | <ul style="list-style-type: none"> Annexure HH - (Development Phase Value Summary) Annexure II - (Operational Phase Value Summary) |
| 70.2.4.5. | <ul style="list-style-type: none"> As a pre-requisite to 70.2.4.4, a high level MHI QRA according to the new draft MHI regulations must be submitted to the authority and will form part of the scoring mechanism for the bidders. | <ul style="list-style-type: none"> Bidders are required to only submit an OHS Risk Assessment. |
| 70.1.1.5.2.4. | <ul style="list-style-type: none"> Table consists of a Typo with zeros on the tonnage throughput volumes over the past 3 years experience criteria. | |
| | | |

Import items to note

| Activity: | Deadline: |
|---|-----------------|
| Issue of the RFP | 06 December |
| Non-Compulsory Briefing Session in Durban | 19 January 2023 |
| Deadline for all questions and requests for clarification | 14 April 2023 |
| Bid Submission Closing Date | 28 April 2023 |

Submission of Bid Response

| Tender Box: | The tender box will be available on Business Days between 08h00 to 16h00 |
|--|---|
| Bid Responses in relation to the Bid Submission Date: | Submitted by no later than <u>16h00 GMT +2 on 28 April 2023</u> |
| The measurements of the "tender slot": | 400mm wide x 100mm high |
| Submission of bid response: | |
| <p>All Bid Responses <i>shall be delivered physically</i> to:</p> <p>TRANSNET (QUEENS WAREHOUSE)</p> <p>The Procurement Officer Transnet National Ports Authority of South Africa Tender Box, Queens Warehouse 237 Mahatma Gandhi Road, Durban KwaZulu-Natal, South Africa</p> | <p>by courier to the following address:</p> <p>The Procurement Officer Transnet National Ports Authority of South Africa Tender Box, Queens Warehouse 237 Mahatma Gandhi Road, Durban KwaZulu-Natal, South Africa</p> |
| <p>All queries and requests for clarification in respect of this RFP shall be requested by way of Annex V (RFP Clarification Request Form) of this RFP, addressed, in writing, to the Project Officer.</p> | <p>The contact details of the Project Officer are the following:</p> <p>TNPA Project Manager: Port of Durban Email: PORTOFDURBANLPGRFP@TRANSNET.NET</p> |

THANK YOU

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BRIEFING SESSION QUESTIONS AND ANSWERS

| NO: | Clause number | Topic | Question | Responsible Department | Response | Comments |
|-----|---------------|---------------------------------|--|------------------------|---|----------|
| 1 | | Non-Disclosure Agreement | Having searched for an NDA from the RFP list of documents we found none. Is it possible to have a separate and more elaborate NDA added to the RFP list of documents? (Example attached) | NBD | The Non-Disclosure Agreement form is on the RFP from page 167 to 173. | |
| 2 | | concession Period | The concession Period = 25 years, does this mean that the IV Precinct is not impacted by Durban Hub? The bid also indicates that a longer tenure can be proposed. | NBD | The proposed LPG site (Lot 100) in the Island View Precinct will not be impacted by the proposed Port of Durban Master Plan developments. | |
| 3 | | | The RFP refers to LPG and LNG, why was LNG not included and the bid issued as a LPG/LNG bid? | NBD | LNG was cited clause 14 as part of the high level market analysis that TNPA had conducted on various Liquid bulk commodities. | |
| 4 | | Market analysis | The RFP refers to the PWC study and confirms demand for LPG. Will TNPA share the relevant sections of that study with bidders? | NBD | This was an internal study commissioned by TNPA for internal consumption. However clause 14 of the RFP does provide high level overview of the key findings. | |
| 5 | | Market analysis | There is a table with cargo capacities in the RFP – Lot100 indicated at a capacity of 30 000 tons. How should this be interpreted? | NBD | The figures cited on clause 14.6.5 were part of internal projections on what is possible on the site and should not be taken as final throughput. Each bidder will submit their actual throughput based on their designs. | |
| 6 | | | The RFP was published in December 2022, but the briefing session was delayed until 19 January 2023. The remaining timeline of approximately 3 months is not sufficient to prepare a response to the RFP, taking into account that any prospective bidder “SPV” will need to identify and enter into the necessary “agreements” with a Terminal Operator, Gas Supplier, Construction Company, possible customers, Funders. This excludes regulatory matters such as understanding the requirements of NERSA’s tariff application, various NERSA licences that the Terminal will need to obtain and environmental applications that will be needed. It also does not allow for proper time to assess the site and do any further geotechnical or other ground studies to familiarise the bidder(s) with the current site conditions. | NBD | There is an RFP clarification request form on page 190 that is available to propose extension time frame. | |
| 7 | | | Submission deadline, looking at the amount of work that one needs to be done within 3 months if you start counting from today (the day of the briefing session), that doesn’t seem to be an adequate period to put a firm bid that is binding, Is TNPA amenable to extend that to an adequate time? | NBD | TNPA may consider requests for extension if they are submitted within reasonable time and supporting reasons to substantiate the request. | |
| 8 | | | The first question relates to the evaluation criteria, it states that the bidder has to design an operating model. Given that there are no dedicated berths, how do you expect the bidder to deal with issues of inefficiency and also to ensure that they are complying with the terminal operator performance standards as well as ensuring that because it is linked to the financial model? | NBD | Yes an operating model is required and would be informed by the bidders terminal layout and design. Yes, the Berths are Common User. The Terminal Operator Performance Standards (TOPS) are negotiated with the preferred bidder as part of the Terminal Operator Agreement during the contracting and negotiation stage. | |
| 9 | | | Is the MPT going to have some implications on this RFP tender? I know an RFI was issued for MPT, but we are still waiting for outcomes in terms of timing when will the RFP go out to market, with that maybe overlap or have some implications on this LPG tender. And I have heard that you are looking to move your commodities to Port of Richards bay, so with the background in wining and all the small guys blocked out from the part and only the majors can get there, any policy, procedure/ focus from Transnet point of view to point that out to let the small guys come in and share in that facility. | NBD | There are no implications regarding the Multipurpose Terminal or the recent RFI on this LPG RFP. In terms of the master plan, the relocation of the dry bulk terminal at Bluff is to enable the container hub in the Port of Durban, this is the real context of the master plan. TNPA is planning to increase the container throughput and to do that we need to open space somewhere to relocate some of the commodities, but all those are still plans that are being verified, there is engagement between all these entities that are impacted. The success of the engagements will depend on the discussions taking place with the terminal operators and the engineering services needed to be done. | |

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| 10 | | | It was not clear enough on the question about successful bidders owning cargo. Can you please clarify if it is the case that the concessionaire which becomes the terminal operator will be allowed to import, own and trade cargo through the terminal, and will this be recorded in the concessionaire? | NBD | Yes, the concessionaire will be allowed to operate as a cargo owner and as a Terminal Operator however TNPA is going to have very strong oversight in the Terminal Operator Agreement with regard to the adherence with the NERSA regulations on open access in line with the gas act. | |
| 11 | | | Did TNPA in terms of demand, conduct a study from port economics to say what was the trend in the last 10 years, if you look at the energy mix in the country like my colleague said, in the dynamic environment has that study been done? | NBD | In 2019, TNPA commissioned a study on the liquid sector, both nationally and globally. We did a comprehensive study of the liquid bulk market of all the various commodities in the market, various disruptors like renewables, the closing of refineries, international factors, etc. We have done short-term, and medium to long-term to 40 years forecasts taking into account the impacts of the various ports, and how the different ports would work from a complementary and comparative position. So we have taken all those studies at our disposal for our use, and that is why we positioning certain terminals in certain ports to handle certain commodities. This is one of our actions from the study. | |
| 12 | | | Will the legal entity be allowed to put throughput volume and is the terminal operator allowed to be a cargo owner as well? aURE P | NBD | Yes, whether you are a cargo owner or not you are allowed to put your own volumes. However, TNPA is taking quite a firm stance in ensuring that the NERSA regulations are adhered to and open access with common user is being applied. There is going to be strong oversight from the operations department to ensure that there is fair play and no anti-competitive behaviour by the Terminal Operator, that may result in shutting out smaller players and new entrants in the market. This is the same principle that is applied in the petroleum sector and is also applicable in the gas sector. | |
| 13 | | | Given the fact that the company that will be responsible, will put its capital to build the infrastructure. Who will be responsible for applying at NERSA, concessionaire or TNPA? | NBD | TNPA will be awarding a successful bidder a chance to operate the terminal so the bidder will have to follow a regulated discussion with NERSA, different entities, and government. TNPA's tariff a separate matter. From the TNPA perspective, the tariff book is published to give Port users all tariffs that are applicable. So, one would have to adhere to that in terms of port related tariffs. Other regulatory bodies have their own tariff methodologies. | |
| 14 | | | As a niche constructor with many people talking to one company the comment on you have to be exclusive in one bidder is that the total pre-requisite? | NBD | There are certain clauses within the RFP that don't allow parties like legal firms to consult with multiple consortiums that are responding to the RFP. The Construction company must ensure that there is no conflict of interest when they are designing the consortium. There are restrictions on transaction advisors and their involvement with multiple consortiums, as there would be a conflict of interest. The terminal operator will be responsible for the appointment of the construction company for this particular concession. | |
| 15 | | | Does the 25 year concession period start from the Terminal commissioning date? | NBD | The Terminal Operator Agreement has various definitions of start dates. Further clarification will be provided during the negotiation stage. | |
| 16 | 6.1. | | 6.1: Does the bidder have to submit detailed designs during the project or during the bid? | NBD | The detailed design are submitted after signing the TOA, however the preliminary concept designs are expected at bidding stage. | |
| 17 | 6.1.2. | | 6.1.2: What do TNPA mean by "possible"? | NBD | Depending on received responses and the due diligence that will be conducted, TNPA may or may not appoint a preferred bidder. | |
| 18 | 21.3.4.4 . | | 21.3.4.4: What would be the consequences in case of a delay? Are there any applicable penalties? | NBD | The Terminal Operator Agreement will determine all conditions that need to be established between the parties. | |
| 19 | 70.2.1.1 . | | 70.2.1.1: What must the bidder have to understand by "provide a high-level Environment Risk Assessment with Mitigation/control"? Must this document come from a third party? | NBD | Bidders are encouraged to source services from authorised Environmental Risk Specialist. | |
| 20 | 70 | | 70: Must the bidder have to demonstrate something about the current situation or the future one? | NBD | Clause 70 TNPA is evaluating the bidder's experience and track record. | |

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| 21 | 70.5.2.4.4. | | 70.5.2.4.4: Must these studies be done at high level or should it be detailed? | NBD | Comprehensive detail is advised. | |
| 22 | 70.5.2.5.3. | | 70.5.2.5.3: What is considered as level 3 schedule? | NBD | Detailed schedules generated to demonstrate all operations identified on the programme from the starting date to Completion. | |
| 23 | 70.5.2.5.5. | | 70.5.2.5.5: The 18 months to construct the tanks, where this date is coming from? What will happen if the project is not completed by the due date? | NBD | This is a suggested timeframe from past similar projects. | |
| 24 | | ANNEXURE J | Appendix J: Can TNPA explain why gate-to-gate time is important for TNPA? This one is dependent on the truck design not on the pump design. So limited to 90 m3/h. | NBD | Annexure J is intended to guide bidders in respect to the TOPS definition, measures and calculations. The Terminal Operator Performance Standards (TOPS) are negotiated with the preferred bidder as part of the Terminal Operator Agreement during the contracting and negotiation stage. | |
| 25 | | | Will the berth unloading equipment and the pipe to terminal be built by TNPA, or should it be included in the bidders' scope of works? | NBD | It must be included in the bidder's scope of work. | |
| 26 | | | When you want to visit Lot100 for site assessment, will the bidder be granted access, how does the bidder send a request to access or visit the site? | NBD | Bidders have to contact the Cutler complex group which is in charge of access to the Precinct. Contact details are as follows: Contact person: Permit Officer Manager email : permitoffice@cutlerfund.co.za contact no : 031 826 0102 | |
| 27 | | Power | Is there existing power infrastructure? | Engineering | There is no power available at the site currently. | |
| 28 | | | If so, what is the size of power capacity available? | Engineering | Information not available | |
| 29 | | | Can we have a diagram outlining the power supply structure available to the site? | Engineering | Information not available | |
| 30 | | | The power substation, to whom does it belong, TNPA or the Municipality? | Engineering | The Terminal at LOT100 will get power supply from eThekweni Municipality. As the Landlord, we will facilitate the application process on behalf of the preferred bidder, at the preferred bidder's cost | |
| 31 | | | Is there an existing up-to-date diagram showing actual dimensions? | Engineering | An agreement plan was provided showing all the lengths, co-ordinates and the total area | |
| 32 | | Height | Are there any height restrictions? | Engineering | Yes. | |
| 33 | | | If yes what are the height restrictions? | Engineering | Height restriction is 25 m | |
| 34 | | | Besides the seawater, is there any existing water piping infrastructure available at the site? | Engineering | Water piping is available outside the site Lot 100. | |
| 35 | | | Does the port allow for the use of a flexible deepwater subsea cable/pipeline? | Engineering | From the Harbour Master's view this is not allowed. We have not used such in any of our 8 commercial ports. | |
| 36 | | | Is the rail line adjacent to LOT 100 active? | Engineering | The is an active rail line adjacent to Lot 100 site servicing other Island Terminals | |

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|------|--|----------------|--|--------------------------|---|--|
| 37 | | | Is there an existing underground water report for LOT 100? | Environment | Yes there is a Decommissioning Environmental site assessment that will be shared. | |
| 38 | | | How deep is the berth area? | Engineering | The berth area design depth ranges from 12.8 to 13m. | |
| 39 | | | Is there a seawater level issue at the port? | Engineering | The water table in the port ranges from 0.6 to 1.5m and varies with the tide | |
| 40 | | | Are there any challenges currently being faced at the port that are caused by changing climatic conditions? | Engineering | The 2017 and the 2022 heavy rainfalls caused severe damages to port infrastructure. | |
| 41 | | Berth | The Site Map did not indicate any berth connectivity, which berths will serve this site? | Engineering | The berths earmarked for berth connectivity is from Berth 5 to 8. It must be noted that connection will be allowed on one berth. | |
| 42 | | | Will TNPA share the berth occupancy, vessel working restrictions and allowable drafts at the berths, as well as any other operational requirements (that may not have been captured in the berthing guidelines)? | Engineering | The berth draft is 12.2m. Berth occupancy is from OPS. | |
| 43 | | Infrastructure | The RFP indicates that road/rail access is possible adjacent to the site. The Site Map does not indicate this, can the site map please be amended with these inclusions and any technical details of such? | Engineering | The rail drawing has been shared which indicates the existing rail infrastructure in the port. Lot 100 is bounded by 3 roads Wharfside Road, Hainan Road and Fomosa Road. | |
| 44 | | Infrastructure | Will the new terminal have access to any Truck staging areas outside the Terminal? | Engineering | Island View does not have a truck staging area, there is a truck parking bays for access permit processing only. | |
| 45 | | Site map | At the briefing session, it was mentioned in response to a question regarding congestion in the precinct that alternative access roads and entry plaza have been/are in the process of being provided. Can TNPA share a map where these are indicated and also advise on the requirements and estimated waiting/processing time to gain entry at these new "points"? | Engineering | The new road has not been commissioned yet. | |
| 46 | | | The RFP refers to access to existing pipelines and loading arms (clause 6.1.2) in consultation with existing port users, can TNPA confirm which any existing port users have such infrastructure that may be shared for LPG? | Operations | At IV 7 there is loading arm for discharging and loading which belongs to Sapref However they don't have storage for LPG ,lines available connect direct to refinery. | |
| 47 | | | Since the decommissioning and rehabilitation, the Island View precinct continued to handle liquid bulk adjacent to Lot100. Subject to the availability of the most recent site/monitoring reports which may pronounce on the status of the site; Is TNPA willing to guarantee that the site is still free of any contamination and will then accept liability when the preferred bidder commences construction activities and this may not be accurate? This includes TNPA having to cover any additional project costs/delays to ensure that the site meets the minimum standards required before construction can commence. | Environment | TNPA will request bidder to conduct own environmental site assessment. | |
| 47.1 | | | If there are no recent monitoring studies available, will TNPA consider doing such groundwater/geotech studies that will be made available as part of the RFP process? If not, is TNPA expecting bidders to do this work at risk without compensation? | Engineering | No geotech available. | |
| 47.2 | | | If neither of the above points, can TNPA comment on whether bidders can make this a condition precedent subject to a proper investigation at Lot100 to ensure that the site is in an acceptable condition, before they will sign the required Terminal Operator Agreement? | Operations/N BD/Legal | The preferred bidder and TNPA will need to negotiate on this issue. | |

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| 48 | | | Is there any Upper or Lower capacity restriction for sizing of the proposed LPG import Terminal? | Engineering | Height restriction is 25 m | |
| 49 | | | We are expecting: The site layout and perimeter dimensions for LOT 100 for design feasibility. | Engineering | An agreement plan was provided as Annexure B (Site Map) | |
| 50 | | | The Plot plan showing the nearest berths and facilities surrounding LOT 100 | Engineering | Annexure MM (LOT 100 Aerial View) will be provided on the briefing note. | |
| 51 | | | The Berth occupancy rate for the nearest berths for the last past 2 years. text here | Operations | Annexure NN (Berth Occupancy Rate 2020 - 2022) will be provided on the briefing note. | |
| 52 | | | The Draft and other technical parameters, Firefighting details available at the proposed Berths | Engineering | Annexure LL (Technical Information Provided by the Port of Durban) will be provided on the briefing note. | |
| 53 | | | The congestion that we all know about in the Port of Durban, what is the plan for this LPG facility, are you for example looking at a new berth or a dedicated berth for LPG? If also in the context of all the refineries importing the product that use to manufacture locally which has made the situation worse in the port. | Engineering | TNPA has a number of initiatives to address the issue of congestion namely: 1. Construction of a new bypass road at Ambrose Park which is going to try and assist with the congestion in the port. 2. Collaboration with the city to build a new second access road into the port which is going to connect from the port at the corner of Langerburg and Bayhead Rd into N2 or N3. 3. Fencing of the port 4. Truck staging facility with entry plazas No dedicated berth for LPG, all berths at tanker basin are common user facility. Berthing Guidelines are also made available to assist with berth planning procedures. | |
| 54 | | | I just want to get clarity with regards to Building a structure that would connect to the site, would we be allowed to build infrastructure to connect to the vessels on berths 5-8 or should we base our design on a particular berth maybe 5,6,7 do we choose or can we use all of them in our planning or our technical design? | Engineering | Berths 5-8 allows for connectivity, the common user berth principle applies. Bidders must consider studying the berth occupancy data provided for in Annexure NN (Berth Occupancy Rate 2020 - 2022) will be provided on the briefing note. | |
| 55 | | | What is the maximum height that can be constructed in the Island View Precinct? | Engineering | Height restriction is 25 m | |
| 56 | | | What is the maximum load capacity power that can be provided to the site? | Engineering | The Terminal at LOT100 will get power supply from eThekweni Municipality. As the Landlord, we will facilitate the application process on behalf of the preferred bidder, at the preferred bidder's cost | |

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| 57 | | | Are there any existing building lines or servitudes on the site? | Engineering | There are no servitudes on the site. | |
| 58 | | | Were any geotechnical studies done? | Engineering | No Geotechnical studies available. An Environmental Site Assessment was completed and will be shared in the briefing note Annexure OO (Environmental Site Assessment). | |
| 59 | | 4.2.3.15.2 | Are there railway tracks on the site considering that 4.2.3.15.2 explains that rail is adjacent to the site? If yes, could the bidder have a drawing of their locations? If not, is it possible to add it on-site? | Engineering | Annexure LL (Technical Information Provided by the Port of Durban) will be provided on the briefing note. | |
| 60 | | | Does TNPA have a ground study of the land to know the type of ground that the bidder will be working with, i.e., bearing capacity? A | Engineering | No. | |
| 61 | | | Can the bidder have Autocad LT drawings of the land? | Engineering | Annexure MM(LOT 100 Aerial View) will be provided on the briefing note. | |
| 62 | | | What are the flow, the pressure and the capacity of the city Fire Water system? | Engineering | It is 2 Bars | |
| 63 | | | Where is located the electrical power supply point? | Engineering | The Terminal at LOT100 will get power supply from eThekweni Municipality. As the Landlord, we will facilitate the application process on behalf of the preferred bidder, at the preferred bidder's cost | |
| 64 | 4.2.3.15.3 | | 4.2.3.15.3. explained that the site is connected to berths via a pipe. Can the bidder have technical data about this pipe (pressure, material and diameter)? | Engineering | The terminal has no existing pipe connection to the berths currently. The design and installation of the pipe connectivity to the berth will be the responsibility of the bidder. | |
| 65 | 6.1.1. | | 6.1.1: What does TNPA mean by "pipelines"? Is it internal piping or external piping to transport product to Gauteng via pipeline? | NBD | TNPA is referring to infrastructure that will be installed by the Terminal Operator for handling LPG. | |
| 66 | | ANNEXURE LL | Appendix LL: Can the bidder have more technical data? | Engineering | Annexure MM(LOT 100 Aerial View) will be provided on the briefing note. | |
| 67 | | | In view of the current situation with respect to LPG supply infrastructure in the Durban area, the necessity of pipeline capacity seems questionable ; in view of the land constraints on Lot 100, will TNPA consider technical proposals that do not include pipe capacity for the intended terminal | Engineering | All proposals will be considered and must be compliant with standards and regulations of operating LPG terminal. Connection to the berth pipeline is non-negotiable. | |

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| 68 | | Lease | Is the land available for lease within close proximity to/ just outside the Port Area? | Real Estate | The land for the leasing is limited to the Lot 100 site | |
| 69 | | | Is it possible to share fire water protection system with the other industrial sites? | Real Estate | No, each Terminal must have its own fire water protection system | |
| 70 | | | Is there some assistance conventions with other industrial sites? | Real Estate | Yes | |
| 71 | | Systems | Should the terminal operator want to integrate systems with the TNPA, is this possible? | ICT | Yes, TNPA is open to intergrate with the TOS and share data. However it will also depend on data sensetivity. Confidantial data won't be shared with the Terminal Operators. | |
| 72 | | | Which system does the TNPA currently use? | ICT | IPMS which handles the seaside operation (external facing) and Hybris to pass customer orders online (external facing). | |
| 73 | | | What functions would be useful to the operator? | ICT | TNPA is currently in the process of expanding its eLTE network to share some bandwth with the Port Community. | |
| 74 | | | Is there any representation from the technology department here, in terms of integration of operating the terminal from a technical point of view? | ICT | Yes there are currently couple of projects that are currently running which requires some level of intergration with terminal operators. 1) Overaching Traffic Management System 2) System to System intergration with TOS for KPI purposes. | |
| 75 | | | Is it compulsory that the bid must include all three distribution options? | operations/en gineering | The best operating model will be reviewed and scored as outlined in the evaluation criteria. | |
| 76 | | | Who will be responsible for the consultation process with existing port users, as TNPA is the landlord to these users and there are confidential agreements in place between TNPA and these port users? There may be clauses in these agreements that will be impacted by adding more users to a berth. | Legal | Berths 5-8 allows for connectivity, the common user berth principle applies. TNPA has existing platform/forums for consultative engagements with existing Terminal Operators and port users. | |
| 77 | | | Will engagements with port users regarding access to existing berth(s) be resolved prior to bid submission as the designs that need to be submitted will have to be costed and unless there is certainty about which berth(s) the new Terminal will use, this leads to variable costs and inconsistency in comparing different bids. | NBD/Engineer ing | Berths 5-8 allows for connectivity, the common user berth principle applies. Bidders must consider studying the berth occupancy data provided for in Annexure NN (Berth Occupancy Rate 2020 - 2022) that will be provided as a briefing note. | |
| 78 | 12.1.1. | | Does the common-user principle and open access and the inclusion of clause 12.1.1 refer to equality of access to the Terminal and loading facilities to Terminal users/potential users? | Operations/N BD/legal | Yes,The Terminal, including the Terminal Infrastructure and Terminal Equipment such as the loading facilities shall be used, managed and operated on a common-user open access basis and on an equal footing in terms of the NERSA Regulations | |
| 79 | 6.1.2. | | TNPA must elaborate how they see this in a scenario of shared access (clause 6.1.2 refers to existing pipelines and loading arms of other port users)? Who is the final decision-making entity as any such request cannot be pronounced on by the LPG Terminal Operator, as it impacts the berth occupancy, berth utilisation and access of other port users connected to the berth? Most of these berths may have appointed a joint housekeeper that manages vessel arrivals and sequencing of loading/discharge at the berth(s). | Operations | Berth planning is done by TNPA, Harbour Masters Office in collaboration with all relavant stakeholders such as vessel shipping agents and teminal operators. There is a daily planing meeting where all stakeholders are invited. A bar chart is produced by the berth planning office under Harbour Master (Port Control). Any disagreement or failure to reach an agreement, a final decision maker to all matter relating to berth planning and vessel movement within the port and is limited the Harbour Master. Annexure D (Port of Durban Berthing Policy). | |

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| 80 | | | The applicable legislation is the Petroleum Pipelines Act which addresses access to unused storage capacity and interconnectivity, however, this Act refers to interconnectivity to pipelines (not loading arms) if is technically feasible and cost effective. Can TNPA please comment on what is then expected from bidders? | Operations/Legal/NBD | <p>According to the Petroleum Pipelines Act [No:60 -2003] paragraph d, e, and g (d)licensees must provide the prescribed information to the Authority on the commercial arrangements regarding the participation of historically disadvantaged South Africans in the licensees' activities;</p> <p>(e) the petroleum loading, pipeline and storage activities of vertically integrated companies may be required to be managed separately with separate accounts and data and with no cross-subsidisation;</p> <p>(g) shippers of petroleum must have access to petroleum pipelines and a pipeline's capacity must be shared among all users and prospective users thereof in proportion to their needs and within the commercially reasonable and operational constraints of the pipeline, subject to paragraph (f) and an appropriate payment to reserve the required capacity as a condition of service.</p> | |
| 81 | | | Can TNPA confirm if bulk services are available at the site? | Engineering | Bulk services such as water and stormwater exist out the Lot 100 boundary. The power supply application will need to be made to the eThekweni Municipality. TNPA will facilitate the process as the Landlord. The Terminal Operator shall bear all the cost associated with power supply application. | |
| 82 | | | <p>The RFP indicates that the Terminal Operator must maintain the surface in accordance with standards and this includes cleaning of surface.</p> <p>The Island View berths are common user (as has been pointed out at the briefing session), mostly shared by different tenants. Cargo Dues is charged for the upkeeping/maintenance of berths.</p> <p>Can TNPA clarify this inclusion, or does this mean that the Terminal Operator will be responsible only for cleaning of the berth surface, but not maintenance?</p> <p>Alternatively, can TNPA please comment on how the LPG Terminal Operator will be responsible for maintenance of a common user berth for which it only enjoys a part use?</p> | Operations/NBD/Legal | Cleaning of berths is currently shared amongst the Terminal Operators . Terminal Operators will do their maintenance in terms of infrastructure on berth . Not unless the infrastructure belongs to TNPA . | |
| 83 | 26.1.3. 28.2.1. | | <p>BBBEE – 26.1.3 refers to a minimum certificate in accordance with BBBEE codes as per October 2013 rating. Clause 28.2.1 indicates that no minimum black ownership has been prescribed.</p> <p>28.1.Is this consistent with the provisions of the Port Regulations?</p> | Legal/NBD | TNPA has aligned the qualification criteria (Substantive responsive) of a minimum B-BBEE certificate in the RFP with the latest BBBEE codes of good practice regulations issued by National Treasury on 16 January 2023. | |
| 84 | | | How many tank turns does TNPA envisage taking into account that LPG is usually transported by road into the hinterland? | Operations | This depends on the market demand of the handled commodity | |
| 85 | | | Does TNPA have any preference / views on a unitary design versus a design with third party access as one versus the other increases the costs of construction and maintenance? | Operations/Engineering | TNPA is looking for concept designs that will optimise the space | |
| 86 | | | Rental has a bearing on the overall NERSA tariff and cost to end users. what are TNPA's views or has TNPA smoothed the tariffs of new builds with NERSA? | NBD/Real Estate | TNPA primarily focuses on rentals that are determined by the market (market-related rentals) based on the location of the Terminal. | |
| 87 | | | What is the process for commissioning and is it subject to prior approval by NERSA? | Operations/NBD/Engineering | Yes a NERSA license is required. | |
| 87.1 | | | Has the time been factored for same? | Operations/NBD/Engineering | TNPA has no influence nor control over approval times by NERSA, bidders should use RFP Clarification request form to propose any extensions that may be needed. | |
| 88 | | | Can TNPA clarify whether the Terminal Operator is also allowed to be a cargo owner? | NBD/Legal | Yes, the concessionaire will be allowed to operate as a cargo owner and as a terminal operator. | |
| 89 | | concept designs | For purposes of clarity, can it be confirmed that any tanks on the site will be considered as moveable? | Real Estate | The current leases all tanks are movable . | |
| 90 | | | Is there any provision for allocation of certain storage capacity for exclusive use of the successful Bidder for import and handling of own cargo. | Real Estate | Storage belongs to the Terminal Operator not TNPA, meaning TNPA cannot allocate storage to any Terminal Operator. | |

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| 91 | | | Will there be any limitations or restrictions on the allocated Power load for the proposed facility from the Port side? | Engineering | There is no power available at the site currently. | |
| 92 | | | At the Port of Richards Bay, TNPA issued a RFP for a LNG facility. Is there any restriction on the same company submitting a bid for both facilities or if the same company may be a shareholder in the SPV/consortium for either LPG or LNG? | Operations/NBD/Legal | Prospective bidders are able to submit bids proposal for both projects. | |
| 93 | | | Will TNPA consider small-scale LNG input as a holding facility and as a primary bid instead of an alternative bid? ANNEXAURE PP | NBD/Legal | In terms of commodity, the RFP that has been put out is for the LPG and has been circulated to our internal port team that's the only commodity that we have currently permissible for the RFP, not LNG. The RFP is drafted in a way that you have to adhere to the primary bid that is in line with what we have required and what we asked for, so we did specify the commodity, generally, we could have the open RFP and we could say liquified bulk, then you would add a preference to put that as a main bid unfortunately because we specified the commodity you have to meet the requirements first before you propose an alternative bid, but you are more than welcome to propose LNG but it can only come in the form of an alternative bid and not the primary bid. The rules in the RFP also clearly state that you can only propose an alternative bid if you submitted a primary bid, which means that you cannot say I don't have a primary bid but I am giving you an alternative bid for LNG, you have to tell us that if you can handle LPG and try to meet those requirements to consider your alternative bid. | |
| 94 | | | I heard the comment in terms of the terminal operator being allowed to be a user, on the one hand, you going to have rules to regulate that. I find that challenging going down the line with all the rules in place, on the flip side you commented your lawyer is going to advise one and not the other. I think the same should apply in terms of the user and the concessionaire. | NBD/Legal | When looking at the structure of the RFP, TNPA is looking at getting new entrances into the space, and smaller guys are edged to participate, it is an opportunity where they come into the space within the port or in the entire port system. | |
| 95 | | | The LPG industry has a problem of concentration in terms of infrastructure, which sidelines a bigger chunk of the industry and joining with your drive to transformation, I read that you have been making a strong emphasis on transformation. What is the emphasis in terms of this particular RFP in terms of achieving that we don't replicate the same hands/ same infrastructure? | NBD | The transformation agenda is something that TNPA is encouraging, even in our Terminal Operator Agreement when negotiating. There is a Broad Base Black Economic Empowerment plan that needs to be developed as part of the Terminal Operator Agreement, TNPA encourage transformation submissions that actually comply with the relevant components of the RFP. | |
| 96 | | | Is there any priority given to containers or oil tankers in the Port of Durban, if that's the case how so? | Harbour Master/Operations | In terms of prioritization of vessels, you need to look at berthing guidelines it gives you a rundown. There is a section that gives clarity in terms of which vessel gets to be prioritised, for instance, passenger vessels are not allowed to wait outside. | |
| 97 | | | Could the bidder have drawings about the thermic effects of the tanks located close to the proposed land? | Engineering | The design of the LPG terminal is limited to the Lot 100 site and connectivity to the berth. | |
| 98 | 70.5.2.6.2.3. | | 70.5.2.6.2.3: If the reference is for the exclusion zone, the bidder would like to know where the exclusion zone is coming from, neighbours? Could the bidder have this information? This part requires a calculation note or using of API 2510 part A. Which one does TNPA want the bidder to use? | Engineering/NBD | No exclusion For underground storage designs, the Terminal Operator should know that the water table is very close. | |
| 99 | | | Is the land located in high lightning area? | Engineering | The lightning density is flash standard for Durban. | |
| 100 | | | Does the concession on Lot 100 come with berthing rights? | Operations/NBD | Common-user principle is applicable on all berths. | |
| 101 | | | Based on what we spoke about on decommission liability, it is said there was a previous concessionaire on LOT 100. Did you activate decommission liability as its insurance? | Environment | It was decommissioned, rehabilitated and converted to green field. | |

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| 102 | | | It was pointed out at the briefing session that the site was completely decommissioned and rehabilitated and has been vacant since. Can TNPA please comment/advise re the following: What is its status and when was the site decommissioned/rehabilitated? | Environment | It was decommissioned in March 2013. | |
| 103 | | | Whether all relevant documents/studies/findings from the previous decommissioning/rehabilitation will be shared? | Environment | An Environmental Site Assessment was completed and will be shared in the briefing note Annexure OO (Environmental Site Assessment). | |
| 104 | | | Can TNPA share the most recent site/precinct monitoring reports with bidders? | Environment | There are no recent monitoring reports, the site has not been occupied. | |
| 105 | | | Does TNPA have a cap in terms of the decommissioning insurance that the bidder has to propose? | Environment | The terminal operator is required to have as per the TOL insurance cover for Loss, damage or destruction of the Assets of the Terminal; insured against the risk of fire, lightning, explosion, storm, flood, earthquake, riots (including political riot), strikes and malicious damage, public liability, business interruption as well as all risks cover and against any other risk selected by the Authority, including insurance for environmental risks, including sudden and accidental environmental risks. The insurance must also cover the environmental insurance for long-term gradual pollution risks. This is dependent on the nature of the business. The Terminal Operator's operational and business risk assessment will determine the most credible worst-case scenario and the impact of such on the environment. The cost of rehabilitation will be determined by the terminal and their insurers based on risk. | |
| 106 | | | Could the bidder have access to hazard and risk studies of the sites close to the proposed land? | Safety | The adjacent site next to LOT 100 is an MHI facility, we unfortunately cannot have the lease holder's property. | |
| 107 | | | Does TNPA have a ground study of the land to know if there was some pollution. | Environment | Yes there is a Decommissioning Environmental Site Assessment that will be shared. | |
| 108 | | | Is the land located in seismic area? | Environment | N/A | |
| 109 | | MULA | Is there any provision made for the Marine Unloading Arm (MULA) at the proposed berths? | Harbour Master | No provision made by TNPA, that should be for the Terminal Operator. | |
| 110 | | | Will it be possible to construct the MULA foundations on the existing Berth? | Harbour Master | Yes | |
| 111 | | | If there is any MULA available at the berths which is technically suitable for the LPG unloading? | Harbour Master | Berth 6,7 & 8 | |
| 112 | | | Are there any vessel restrictions on the berths? E.g. draft and size | Harbour Master | The current maximum draft is 12.2 m. | |

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| 113 | | | Please confirm drafts, and vessel working restrictions at the Island View berths (day/night) | Harbour Master | TNPA currently don't have a restriction for vessels coming in daylight for this particular operation, so it can come in even at night. When the LPG comes closer we need to work on making sure that everything is addressed in terms of our berthing guidelines which were included in the documents that were shared. Operators then need to familiarize themselves with the berthing guidelines because they will give you more clarity in terms of what is allowed and what is not allowed. | |
| 114 | | | With the current situation, we are in the import mode in terms of petroleum, Engen and Sapref being off and the berth usage currently is looking at that as a worse case scenario, so our planning for berth movements, because in my understanding the vessels caring diesel, petrol and one carrying LPG, I believe that the one carrying diesel takes the priority. In terms of the traffic management of the vessels how that one is covered? | Harbour Master | No, TNPA don't have prioritisation in terms of the cargo, however, there are some stages where you change the first come first serve principle, but it is only in the approval of the harbor master. | |
| 115 | | | What is the turnaround time required for a vessel at port/berth? | Harbour Master | Average is 60hrs | |
| 116 | | | What size vessel can the port accommodate? | Harbour Master | LOA 190m Avarage, 12.2m draft. | |
| 117 | | | Can the bidder know the type of product stored in tanks closer of the proposed land? | Operations | Petroleum products are stored | |
| 118 | | | Clause 11.1.5 indicates that the Termonal Operator is responsible for the distribution of LPG inland to customer through rail, road, pipeline. Can TNPA please share the port drawings that indicate the pipeline route to port boundary that must be used or clarify whether the bidder will be granted access to an existing servitude for purposes of constructing a pipeline? | Operations | The rail access outside the port limit is owned and maintained by TNPA sister company Transnet Freight Rail (TFR). The rail within the Port limit is owned and maintained by TNPA. All rail stock and operations are managed by TFR. The technical evaluation criteria will be scored, and the three distributions will be considered. | |
| 119 | | | Contractor exclusivity to each bidder is a difficult ask when the construction of an LPG Terminal of the envisaged size is limited to so few entities with the necessary experience required? | NBD | There are certain clauses within the RFP that don't allow parties like legal firms to consult with multiple consortiums that are responding to the RFP. The Construction company must ensure that there is no conflict of interest when they are designing the consortium. There are restrictions on transaction advisors and their involvement with multiple consortiums, as there would be a conflict of interest. The terminal operator will be responsible for the appointment of the construction company for this particular concession. | |
| 120 | | | Which berth/s for import/export and details of DWT, Draft, Freeboard, recent bathymetric surveys studies, etc? | Harbor Master | Berth 5,6,7 & 8 12.2m draft Annexure RR (Dead Weight Tonnage & Freeboard Details) will be provided on the briefing note. Annexure QQ (bathymetric surveys studies) will be provided on the briefing note. | |
| 121 | | | Questions still not answered regarding rail and roads gantries of the site. | Engineering/Operations | The site is bounded by 3 roads, and gantries, there is a TNPA pipe rack along the wharfside and which is along our berths and you will get a servitude. It is your responsibility to have a pipe rack in your terminal, there is rail access from the terminal however there are constraints but those constraints can be overcome by reconfiguring some obstructions that would be there to prevent you from having rail access. | |