

CONTAINER HANDLING FACILITY RFP BRIEFING SESSION QUESTIONS & ANSWERS			
NO.	COMPANY NAME	QUESTION	ANSWER
1	LBH	Who is responsible for the funding and construction of berth 605?	TNPA is responsible for the funding and construction of berth 605. However, the RFP indicates that bidders must align their concept designs to the existing berth 605, as an interim solution until berth 605 is commissioned.
		What are the timelines for berth 605?	Regarding the timelines, the business case is currently being developed and this project is high priority for TNPA.
2	Eymakhosi	Who operates the Multi-Purpose Terminal that is handling the 60 000 TEU containers?	Transnet Port Terminal, an operating division of Transnet is currently operating the Multi-Purpose Terminal.
		How are these operations being done at the Multi-Purpose Terminal, particularly around the issue of equipment?	The Multi-Purpose Terminal uses equipment like ships, mobile conveyor belts, trucks, etc to handle cargo imports and exports. The containers are also loaded and off-loaded using vessel mounted cranes.
3	TE Investment	What will be the exact footprint size allowed to be used for a Container Facility project, is it 6.75 000 sqm or 6.75 ha?	The exact footprint of the site is 6.75 ha or 67 500 sqm.
		Will both the new berth 605 and berth 606, serve containers?	Bidders are however not obliged to take the entire site but are required to propose a footprint that is aligned with their business case and their concept design which can gradually expand as the demand grows.
4	DP World	What would be the length of the new berth 605?	Berth 605 is the interim berth for the handling of containers for the Container handling facility. Berth 606 is the dedicated Container berth.
		What other types of cargo are handled in Berths 605, 607, and 608?	TNPA will be responsible for all changes in line with the mandate of the National Ports Act (No. 12 of 2005) Section 11.
5	TPF	Is the RFP limited for container handling only?	The length of the berth 605 will be determined by the design vessel, which will be confirmed as the project progresses into the design phase.
		Is there any rail infrastructure in the facility to support the rail cargo?	The Multi-Purpose Terminal currently handles Dry Bulk, Break Bulk and Containers. The MPT also handles export of chrome, magnetite, pig iron, base metals, wood chips etc while imports through the terminal include alumina, petroleum coke, sulphur, etc.
		Will the staging area be the responsibility of the Terminal Operator or TNPA?	The Container Facility Operator will be licensed for containers and will also also be allowed to handle any other claim cargoes that is required to be stuffed or de-stuffed from the containers. The operator can also handle compatible cargoes eg roro, project cargo, etc.
6	Grindrod	What is the plan for the coal that is currently being handled in berth 605?	You have a rail infrastructure within the port to support movement of cargo through rail. The existing rail infrastructure is defined as per Figure 5: Proposed Land Use and Planning in Practice (Conceptual) of the RFP. There are also plans to re-align/abandon rail line, which could be used to support the container handling facility.
		Who is responsible for the cost of mobile cranes that handle containers?	The Terminal Operator must include design for a temporary staging area for the trucks that will be discharging/loading from the facility.
7	Eymakhosi	What is the impact of other commodities that are currently exported to berth 605?	Coal is currently handled at 605 as a stop gap measure due to increase demand and the non-operation of the conveyor belt. This is a temporary solution and coal should be handled at the Dry Bulk area once the conveyor belt has been decommissioned.
		What is the impact of the KOREL bulk relocation commodities to this project?	Bidders will be responsible for any facility equipment that will be used to handle containers including mobile cranes.
8	MPS	Is there a rail connection for containers?	The cargo would have to be relocated to other suitable terminal footprints within the port.
		Is rail for container cranes catered for in berth 605 design?	The relocated bulk commodities in relation to the KwaZulu Natal Ports Masterplan have no impact to this particular project site as the relocated commodities have been planned for an extension 3, 6 & 7 in FIGURE 6: PORT OF RICHARDS BAY MASTERPLAN - Container RFP.
9	Untraco	Is the cost of changing and new berth construction included in the Transnet CAPEX plan?	The Terminal Operator must engage and plan for both rail and road parity with TPF (Transnet Freight Rail). Commitments will be between the Terminal Operator and TPF. Bidders are encouraged to jointly plan with TPF to maximise the use of rail in their operational model.
		Is it the responsibility of the new Terminal Operator to take over the current labor force at berths 605, and 608?	Yes, TNPA will equip the berth for the bidder to install gantry cranes required for operating the facility.
		Will the container handling berths allow the Terminal Operator to handle another type of cargo, such as RORO?	New berth 605 is included as part of Transnet CAPEX plan. TNPA will also plan for the cost of changing an upgrade.
10	Grindrod	Will the container handling berths allow the Terminal Operator to handle another type of cargo, such as RORO?	The site is a greenfield site which is an undeveloped piece of land, that is without any incumbent or labour force. Therefore, there is no labor force to be taken over with this project.
		Will the design of the 605 new berth take into consideration the RORO (Ro-Ro) Berth?	The berths will allow the handling of other cargo types that are compatible with containers or any cargo that can be shipped using containers.
11	Meridian	Does the scope of the project include construction, i.e. is the bidder responsible for constructing the container facility? Clause 4.1 and 7 of the RFP make no mention of construction in the description of the project scope. But in clause 2.1.3 in the RFP, the word "Construction" is defined as "all work to be performed by the Facility Operator under the Facility Operator Agreement which includes the detailed design, construction, installation, testing and completion of the works and the obtaining of the Completion Certificate issued by the Independent Certifier in terms of the Facility Operator Agreement". This seems contradictory to clause 4.1 and 7.	RORO cargo that is shipped with containers will be allowed. However, TNPA is not envisaging the development of an automotive terminal.
		Clause 22.4 of the Facility Operator Agreement says that the Facility Operator shall, in respect of its rights of use of the Project Site, pay to TNPA the amount of a Rands per square metre per month. This monthly payment commences on the Effective Date (i.e. the first Business Day following on the day of the Signature Date of the Facility Operator Agreement). Is this monthly payment in addition to the Concession fee?	Is a container berth so will not be able to accommodate RoRo ships that allow the berth to export discharge and receipts.

QUESTIONS & ANSWERS AFTER THE BRIEFING SESSION			
NO.	COMPANY NAME	QUESTION	ANSWER
10	Grindrod	Please confirm that once the container handling facility has been established, that berth 605 will be a dedicated container berth and TNPA has completed the construction of berth 605, and that coal will no longer be handled through berth 605.	This statement is confirmed as correct.
		Please confirm the current status of berth 605. In addition, will TNPA rehabilitate berth 605 post coal handling operations, in order that the appointed container handling facility operator will be able to track containers for loading/discharging on the quay?	TNPA will ensure that the quayside is appropriate for the handling of containers free of any contamination that emanates from the current coal handling at the berth 605. The berths 605, 607 & 608 will continue handling multi-purpose cargo after berth 605 has been commissioned.
		Once the container handling facility has been established, will the appointed operator for the facility be the only operator allowed to handle containers in the Richards Bay port?	This container handling facility will be the only dedicated container facility in the Port of Richards Bay.
		Please confirm if oversized/project cargo will be allowed to be handled at the container handling facility and through berth 605, in addition to container cargo.	The project cargoes and typical roro cargoes will be allowed if it is a project cargo (Marine related) to the container volume.
		Please confirm if the rail siding shown in Figure 5 in the main RFP document is light rail adjacent to the container handling facility as existing and in working order, and if not, will be developed by Transnet or is the appointed container handling facility operator responsible for building and connecting this railway siding to the facility and to the Bayview rail yard.	The line is currently not functional. Unilateral railway will be extended to the 605 berth and the Terminal Operator would have to enter into an agreement with TPF to utilise the siding for the facility.
		Please confirm that the appointed container handling facility operator will be allowed to use mobile cranes on the quayside at berth 605 and operate them for the purposes of loading and discharging containers and cargo to/from vessels.	The Container Facility Operator will be allowed to use equipment like mobile cranes to handle cargo/container imports and exports at berth 605.
		Please confirm the exact size of the project site (container handling facility) as there are conflicting numbers in the RFP. Is the project site 6.75 hectares, which totals 67 500 m ² (As per annexure A - Site layout) or is it 6.75 hectares which totals 67 500m ² ?	The exact footprint of the site is 6.75 ha or 67 500 sqm.
		Please can you indicate timelines for the development and completion of berth 605 under TNPA's oversight?	Bidders are however not obliged to take the entire site but are required to propose a footprint that is aligned with their business case and their concept design which can gradually expand as the demand grows.
		Please confirm the intended/assumed length of berth 605, which has to be constructed.	Regarding the timelines, the business case is currently being developed and this project is high priority for TNPA.
		11	Meridian
Has the existing rail infrastructure in the facility been confirmed as correct and functional?	Yes it will be directly connected to berth 605.		
Has the existing rail infrastructure in the facility been confirmed as correct and functional?	The railway line in reference to berth 605 is currently not functional. The Port will need to inspect the line to ascertain its current condition and determine the extent of work required to ensure the line meets RORO standards for operation. Furthermore, a rail siding will need to be designed, constructed, and connected to this line to enable the proposed Container Handling Facility.		
In terms of the need access for incoming and outgoing trucks to the planned container handling facility will the successful bidder be allowed to bring trucks in/out of the facility via Larkia Road and Harbour Approach Road or will be restricted to bringing trucks in/out of Newmarket road?	The cargo evacuation route is not prescriptive and bidders can propose the best operational evacuation route for the port authority's consideration noting that the Port of Richards Bay already has operational routes available.		
We understand that TNPA will be responsible for the construction and development of berth 605 in the RFP document, under Clause (4.5.2.6.2.1) the tender states that the concept design of the facility, mooring, tenders and bollards, including any to accommodate the container handling facility for the concession period.	any port infrastructure including quay furniture (TNPA's responsibility to provide) and the include the tenders, bollards, etc. The bidders must incorporate this infrastructure into their concept design, however all facility infrastructure will be provided by the successful bidder.		
In terms of the above, does Transnet expect the successful bidder to provide for mooring, tenders, and bollards on the quay? And if so, is it at berth 605 or 606? Please advise and explain further.	any port infrastructure including quay furniture (TNPA's responsibility to provide) and the include the tenders, bollards, etc. The bidders must incorporate this infrastructure into their concept design, however all facility infrastructure will be provided by the successful bidder.		
Please can Transnet provide the exact GPS coordinates for the four points/boundary of the 67,500m ² project site.	The GPS coordinates will be shared with all bidders and updated on E-tenders website accordingly.		
Does the scope of the project include construction, i.e. is the bidder responsible for constructing the container facility? Clause 4.1 and 7 of the RFP make no mention of construction in the description of the project scope. But in clause 2.1.3 in the RFP, the word "Construction" is defined as "all work to be performed by the Facility Operator under the Facility Operator Agreement which includes the detailed design, construction, installation, testing and completion of the works and the obtaining of the Completion Certificate issued by the Independent Certifier in terms of the Facility Operator Agreement". This seems contradictory to clause 4.1 and 7.	Yes, the scope of the project comprise the Funding, Design, Development, Finance, Construction, Operation, Maintenance, and Transfer of the Facility to TNPA at the end of the Concession Period. The word "Development" actually refers to the Construction of the Facility.		
Clause 22.4 of the Facility Operator Agreement says that the Facility Operator shall, in respect of its rights of use of the Project Site, pay to TNPA the amount of a Rands per square metre per month. This monthly payment commences on the Effective Date (i.e. the first Business Day following on the day of the Signature Date of the Facility Operator Agreement). Is this monthly payment in addition to the Concession fee?	The Concession Fee refers to fees payable by the Facility Operator to TNPA, in respect of the rights to undertake the Project as set out in Clause 15, which is basically the monthly fee referred to in Clause 22.4. There is no other additional fee payable by the Facility Operator other than the monthly Concession fee by the Concessionaire.		
Are we correct in our understanding that the Concession fee will no longer be applicable once the container facility is commissioned?	Clause 66 of the RFP states the following: Ramp up percentages for each payment period which will be applied to the monthly Concession Fee structured as follows: 66.1.2.6.1. Zero percent (0%) of Concession fee during the application of Environmental Impact Assessment to a maximum of twenty-four (24) months, 66.1.2.6.2. Twenty-five percent (25%) during the construction phase (to a maximum of Eighteen (18) months, after that one-hundred percent (100%) Concession fee will apply until such time that the Facility is commissioned.		