

<div> <div>TPT/2024/02/0016/5718 0/RFP - ICLM HQ 862/TPT</div> <div>MANUFACTURE, SUPPLY & DELIVERY OF CONVEYOR BELTING TO TRANSNET SOC LTD. (REG 1990/000900/30) OPERATING AS TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AT SALDANHA, PORT ELIZABETH, EAST LONDON, DURBAN AGRI-PORT AND RICHARDS BAY TERMINALS ON AN AS AND WHEN REQUIRED BASIS FOR A PERIOD OF FIVE (5) YEARS.</div> <div>  </div> </div>		
Item	Bidders Clarification Query	Transnet Response/Clarification
1.	Conveyor belts cover thicknesses	a. Cover thicknesses have been added on the latest updated pricing schedule.
	a. Bidders asked for both top and bottom cover thicknesses to be shown for each conveyor on the pricing schedule (Annexure F).	b. The latest updated pricing schedule will be uploaded in the etenders portal online.
2.	Scrap conveyor belts handling	
2.1.	Scrap conveyor rebate	The rebate will be South African Rand per ton (ZAR/ton).
	a. Bidders asked about the rebate for the scrap conveyor – how's it worked out?	
2.2.	who'll load the scrap conveyors.	a. The Service Provider shall load the scrap conveyors on their own truck.
		b. The Service Provider shall remove scrap conveyors from the respective Terminals to the Service Provider's site where the Service Provider handles the scrap responsibly.
		c. Transnet only stockpiles scrap conveyors at the Terminals to have it ready for the Service Provider to collect it, including loading it, and remove it off site.
2.3.	who'll sort the scrap conveyors.	a. Transnet will sort the scrap conveyors and stockpile it at the respective Terminals and getting it ready for the Service Provider to collect it.
2.4.	how's the current scrap conveyors' handling and removal structured.	a) Services should be provided as-and-when required.
		b) No guarantee that they'll be scrap conveyors at the respective Terminals.
		c) Most of the Terminals' conveyors' rebate is South African Rand per ton (ZAR/ton).
		d) Only Saldanha has a rebate that's South African Rand per meter length (ZAR/m).
		i. Saldanha conveyors was done differently due to their belts being too heavy to handle.
		ii. They get cut into 20m length pieces, then stockpiled on the scrap stockpiles for ease of handling.
		iii. The ZAR/m rebate is worked back to ZAR/ton using the weight/meter of the conveyor length pieces.
3.	Bucket elevator conveyors – grain elevators	a. Transnet will provide drawings for the associated grain elevators' vertical conveyors showing the bolting interface details that conveyors should complete with the ready to install bolting interface done on the associated conveyors.
	a. Bidders asked for more details for the mounting bolting interface of the buckets on the vertical grain elevator conveyors.	
4.	References' location	a. No. Not restricted to South Africa. References are open. They can be from anywhere around the world.
	a. Bidders asked if their references' geographical location should only be from within the borders of South Africa.	
5.	Not currently having a production plant	a. Technical evaluation criteria clearly stipulates requirements that should be met by the Bidders.
	a. why not consider Service Providers that currently don't have an operational production plant.	b. No risk appetite for engaging in business with a Service Providers where there's no proven historical performance and demonstrable capability to deliver on the required supplies.

6.	Importing conveyors	Conveyor belts are part of the Department of Trade and Industry (DTI's) designated industries, sectors and sub-sectors for local production. As per DTI's requirements, the minimum threshold for local content for conveyor belts is 100%. Please refer to the attached ESD presentation for more information around local content requirements.
	a. Bidders asked about importing conveyors, in a case where they want to import conveyors, because they were of the opinion that the 8-week delivery requirement cannot be met when importing conveyors.	
7.	Order history minimum threshold (R50m)	a. The minimum threshold is meant to get Service Providers that have a capability to deliver on the required supplies.
	a. Bidders asked why not consider Service Providers that have order history that's below the R50m minimum threshold.	b. No risk appetite for engaging in business with Service Providers that don't have a demonstrable capability and proven historical performance to deliver on such critical supplies.
8.	East London grain elevator conveyor class 800/4	a. It's not pre-tensioned.
	a. Bidders asked if this belt is pre-tensioned or not	
9.	Site briefings' presentations	a. Site tender briefings' presentations has been shared on NT etenders portal as well as transnet etenders portal Bidders.
	Bidders asked if the tender site briefings' presentations will be shared with them.	
10.	Could I please enquire when we can expect feedback on the tender briefings and information on the conveyor belt cover dimensions.	Briefing session information has been uploaded.
11.	On these specified belts I do not have the top and bottom cover variations. Could you please be so kind to assist me with the cover spec of each belt so I can comply the correct expected specification quote	Top and bottom cover thicknesses are now indicated on the latest Annexure F (Pricing Schedule).
12.	On Annexure F, we received all the belts details needed. The following is required. Ton cover base and bottom cover base. We need to know what is the top/bottom cover for each belt as per Annexure F.	Top and bottom cover thicknesses are now indicated on the latest Annexure F (Pricing Schedule).
13.	Below is just a few points that I need to clarify should the service provider deliver the new belts: <ul style="list-style-type: none"> • How will the supplier load the used belt on the trucks? • Will the used belt be rolled up in a roll or will it be lying on the floor and then loaded by hand? • Will it be lying loose or tangled up as that is exactly how it gets pulled out on the sections? • How and who at Transnet will determine the value of the used belt? • How and who at Transnet will be keeping record of the tonnage being removed in order to recover cost? • How will Transnet invoice the service provider should the above not be in order? 	<ul style="list-style-type: none"> a) The Bidder shall organise their own loading equipment for loading the scrap conveyor belts onto their truck. b) Scrap conveyor belts will be lying in loops/tangled/loose. c) Scrap conveyor belts will be lying in loops/tangled/loose. d) Transnet internal processes will be used to determine the value of the scrap conveyor belts. e) Internal Transnet processes will be used for record keeping of the collected scrap conveyor belts. f) Internal Transnet processes will be used.
14.	At the current moment there is a contract in place, the service provider start by weighing the empty truck in at the weighbridge. There is a price per ton that normally is determined and agreed between Transnet and the service provider. Thereafter the loading teams loads the belt by hand on the lowbed. After the truck is fully loaded, the full load is being weighed at the weighbridge to determine the total tonnage loaded. This documentation is submitted to stores and the paperwork and invoices normally follows thereafter. After the Invoice is received by the service provider, the invoice is paid in full and the transaction is then completed.	At the current moment there is a contract in place, the service provider start by weighing the empty truck in at the weighbridge. There is a price per ton that normally is determined and agreed between Transnet and the service provider. Thereafter the loading teams loads the belt by hand on the lowbed. After the truck is fully loaded, the full load is being weighed at the weighbridge to determine the total tonnage loaded. This documentation is submitted to stores and the paperwork and invoices normally follows thereafter. After the Invoice is received by the service provider, the invoice is paid in full and the transaction is then completed.
15.	Below is a few points that might be a red flag to Transnet should they decide to follow this route laid out on the new tender. 1) The new service provider can load the scrap belt ,and leave with the belt without Transnet knowing what the lengths and tonnage loaded are ,how is the value going to be determined (Transnet losing thousand of rands) 2) With the current scrap conveyor belting contract, it is controlled in a proper way and the service provider knows exactly what the quantity is that was collected and what he is paying for and therefor Transnet is also aware of what were removed and how much monies were recovered from the scrap belting.	Transnet's internal processs will be used.
16.	Please advise where do we deliver samples of conveyor belting to Durban and Richards bay Ports as per your tender. Refer to Pre Production Samples and prototypes ,This can be done if you have supplied TPT already ,due to the covers of the conveyor belt still outstanding it is going to difficult to get the correct samples in time before the tender closes on the 7th of March 2025 if you are a new services provider .	<ul style="list-style-type: none"> - There are no conveyor belts samples that are required for this tender submission. -There is no requirement for conveyor belts physical samples as part of the bid.
17.	Thank you for the opportunity to the briefing. However, I've missed my time slot to attend due to unforeseen circumstances. Is it possible that you could perhaps , assist me with , what is needed in order, still to be able to quote. Please advise.	Please refer to the RFP document for Transnet's requirements regarding this RFP.

18.	<p>1) Please can you provide clarity of the following belt specs, what is PLK meaning.</p> <p>2) Chevron – is there a specific pattern for the chevron requirement.</p> <p>3) Regarding the collection of the scrap of used belts, I understood that this would be part of the tender requirement as well. Do we show the charges for this.</p> <p>4) Please can we extend the deadline date to minimum an additional week.</p>	<p>3) Addendum will be issued where the Bidders will complete their pricing for the scrap conveyor belts.</p> <p>3.1) Rebate should be South African Rand per ton per Region (ZAR/ton/Region).</p> <p>4.) tender has been extended to the 14th March 2024.</p>
19.	<p>The tender document calls for fire retardant conveyor belts, but on the price schedule Annexure F, some of the grades are different e.g. N,M, UHAR. Please confirm which grades per belt we must tender on, as the differences have a huge technical and pricing implication.</p>	<p>Quote as per the Pricing Schedule (Annexure F).</p> <p>a) Each belt has its dedicated belt classification.</p> <p>b) Fire retardant belts are Class F belts. They are also clearly indicated in the Pricing Schedule.</p> <p>c) Prices' indication should be filled in in the Pricing Schedule in the indicated fields/sections.</p>
20.	<p>Please refer to the below clarification sought by Dunlop for the above-mentioned RFP. Kindly note that we have still not received the updated Annexure F – Pricing Schedule and as such, there may still be clarification required on that Annexure. We trust that Transnet will give us an opportunity to request clarification on this Annexure F, should we require it.</p>	<p>Clarification questions are opened until Monday, 10 March 2024.</p>
21.	<p>Rip Detection loops (Scope of Works – 5.2.1) – tender required rip detection loops and we assume that rip detection devices are or will be in place to detect the loops. Please confirm.</p>	<p>Yes. Rip detection devices are not part of the supply of the conveyor belts.</p>
22.	<p>Reference Letters (Annexure A4) – Is the expectation to supply reference letters on the customer's letterhead or do we just supply details on a table as per Annexure A4.</p>	<p>Reference letters should come from the Bidder's Clientelle.</p> <p>- The letter should be on the company letterhead of the company that is giving a reference about the Bidder's performance on the business that they had with the Bidder</p>
23.	<p>Reference Letters (Annexure A4) – Is the expectation to supply reference letters confirming the previous/current supply of Type F conveyor belts specifically or normal M and N grade conveyor belts.</p>	<p>No. There's no expectation that the previous reference supply should have had exact similar belt classification like Transnet's.</p>
24.	<p>Annexure B (SBD 6.2 – Local Content) – Is the expectation for bidders to provide SABS Local Content certification/confirmation.</p>	<p>No.</p>
25.	<p>Technical (Scope of Works - 5.1.7) – refers to belt scanning. Please clarify if this refers to belt inspections or actual x-ray type scanning of the belts (steel cord) pre delivery ex works as well as at point of delivery at the terminals. Please note x-ray scanning cannot be performed on fabric belting.</p>	<p>Scanning refers to inspection. Not X-Ray scanning.</p>
26.	<p>Technical (Scope of Works – 5.1.1) – roll lengths and cover grades. Please clarify whether the same roll lengths (minimum of 350 meters) for the 1650 ST2500 should be supplied as Type F.</p>	<p>Quote as per the Pricing Schedule (Annexure F).</p> <p>a) Each belt has its dedicated belt classification.</p> <p>b) Fire retardant belts are Class F belts. They are also clearly indicated in the Pricing Schedule.</p> <p>c) Prices' indication should be filled in in the Pricing Schedule in the indicated fields/sections.</p>
27.	<p>Removal of secondhand conveyers (Scope of Works – 3.5) – what is the expectation on how that should be priced. Must it be priced separately or included in the price of the belts. Existing conveyor removal contract is priced per ton and current pricing schedule "Annexure F" is only for new conveyor belts and is priced per meter.</p>	<p>Please refer to the updated Annexure F</p>
28.	<p>Consignment Stock (Scope of Works – 3.2) – Terms & Conditions associated with consignment. Adjustment to minimum and maximum stock levels. Payment and terms and pricing related to consignment stock.</p>	<p>Conveyor belts supply is "as-and-when required.</p> <p>- Consignment stock quantities are indicated on the Pricing Schedule (Annexure F).</p> <p>- Pricing should be as per the unit price that the Bidder completes/fills in in the Pricing Schedule.</p>