

**Transnet SOC Ltd**

**acting through its operating division, Transnet National Ports Authority**

Registration Number

1990/000900/30

**www.transnet.net**

**BRIEFING NOTE NO. 02 (TNPA/2024/04/0025/63021/RFI)**

**24 May 2024**

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**REQUEST FOR INFORMATION: FOR THE DESIGN, FINANCING, CONSTRUCTION, OPERATION AND MAINTENANCE OF SLOPS STORAGE, PROCESSING AND MANUFACTURING FACILITIES AT THE PORTS OF DURBAN, EAST LONDON, MOSSEL BAY, CAPE TOWN AND SALDANHA.**

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**TNPA RESPONSE TO BIDDER'S QUESTIONS:**

Through this briefing note 02, Transnet National Ports Authority (TNPA) would like to:

1. Issue a response to the questions received from the bidders in respect of **TNPA/2024/04/0025/63021/RFI**; and

#	Bidder's Questions?	TNPA's Response
1	On 6.1.3 TNPA require a comprehensive profile of a company that has previous experience in development of a Hydrogen/or ammonia facility. Why is there a need for a comprehensive profile of a company with experience in developing a Hydrogen or ammonia facility, and how is it relevant to ship slops	This is an error; 6.1.3 is "a comprehensive profile of a company that has previous experience in development of slops facilities." No information is required regarding Hydrogen/ or ammonia facility.
2	<p>6.2 c Refers to regenerated/ recycled lubricants. This is different to ship slops, and to regenerate lubricants is a completely different process than ship slops. This is a complete lubrication oil refinery, this will not fit in the harbour, we have experience of this as we already have a lube oil refinery.</p> <p>From an environmental perspective, this will require EIA's and rezoning the proposed facility. This process could take years and could stand the risk of not being approved at all.</p> <p>The ship slops will generate effluent water that will require disposal. Special permits need to be issued as per ISO 14000 and some of the ports do not have sewer plants that can handle this effluent water.</p>	Noted.
3	4.1 Refers to global slops being produced of 98 million tons, this sounds high but related to South Africa we haven't seen much of these volumes, the ship slops volumes have significantly dropped since implementing IMO 2020.	Noted.
4	TNPA has identified sites for tanks in the ports, some of these sites are not practically situated. There is already congestion in the ports and vehicles/ trucks block access roads, we have experienced this. This proposal will double the number of vehicles and traffic,	Refer to 5.6.2 of the RFI. "Possible slops storage, processing and manufacturing facilities, and locations for each port are provided as "Annexure A" to this RFI, these options are to be confirmed post the requisite approvals from relevant governing institutions. In proposing a possible solution, Respondents should

	this in turn will delay vessels discharging slops, resulting in expensive demurrage.	propose options for site locations in addition to the options provided by TNPA, if they might have different propositions. The final options shall be developed, investigated, and finalised for the subsequent RFP phase.
<b>5</b>	5.2 Refers to processing facilities in the ports, as mentioned above this will require rezoning, EIA's, effluent disposal licenses, and emission licenses.	Noted.
<b>6</b>	The request for clarification ends on the 17 <sup>th</sup> of May 2024. The request for clarification is not enough time and would like to ask that this time be extended to clarify some items.	The clarification period has been extended to the 31 <sup>st</sup> of May 2024 and briefing note issued to that effect.
<b>7</b>	<p>We are putting together the RFI for the Slops request for information. We need to get information about all the vessels that have visited the following ports in the last 2 financial years these ports are Durban, East London, Mossel Bay, Cape Town and Saldanha bay that required reception facilities for slops and garbage removal as per MARPOL.</p> <p>Please can you advise who we should contact if you cannot assist with this information. This information is critical for us to develop a detailed financial projection and to formulate a competitive proposal for Transnet National Ports Authority.</p>	Respondents are to take note that in terms of 6.2 (f) of the RFI they are to provide market overview, commercial value chain and product portfolio to be generated from the slops recycling and the projected volumes to make the project commercially viable.

All questions, queries and comments are to be directed to the Project Office, email address:  
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