

TRANSNET SOC LTD
ACTING THROUGH ITS OPERATING DIVISION
TRANSNET NATIONAL PORTS AUTHORITY

("TNPA")

REQUEST FOR INFORMATION (RFI) IN RESPECT OF A POSSIBLE APPOINTMENT OF A TERMINAL OPERATOR TO DESIGN, DEVELOP, CONSTRUCT, FINANCE, OPERATE, MAINTAIN AND HANDBACK A MULTI PURPOSE TERMINAL (MPT) IN THE QUAY 4 PRECINCT, AT THE PORT OF MOSSEL BAY.

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|----------------------------------|-------------------------------|
| Reference Number | TNPA/2024/05/0011/64658/RFI |
| Issue Date | 27 September 2024 |
| Non-Compulsory Briefing Session | 09 October 2024 at 10h00 CAT |
| Requests for Clarification Close | 06 November 2024 |
| RFI Closing Date | 29 November 2024 at 16h00 CAT |

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1 DISCLAIMER

- 1.1 While all reasonable care has been taken in preparing this Request for Information ("RFI"), the information has been prepared by Transnet SOC Ltd, through its operating division Transnet National Ports Authority ("TNPA") in good faith, based on information obtained from various sources. However, neither TNPA nor any of its advisors accept any liability or responsibility for the adequacy, accuracy, or completeness of any of the information or opinions stated herein. Save where expressly stipulated otherwise, no representation or warranty (whether express or implied) is or will be given by TNPA or any of its officers, employees, servants, agents, advisors, or any other person with respect to the information or opinions contained in this RFI, or in relation to this RFI.
- 1.2 TNPA reserves the right to amend, modify or withdraw this RFI or any part of it, or terminate or amend the plans for the introduction of private sector participation for its logistics precinct development programme, at any time, without prior notice and without liability to compensate or reimburse any person pursuant to such amendment, modification, withdrawal, or termination.
- 1.3 The terms and conditions set out in this RFI are stipulated for the express benefit of TNPA and, save as expressly stated to the contrary, may be waived at TNPA's sole discretion and at any time.
- 1.4 TNPA reserves the right to, at any time, include such responses to this RFI in any further procurement document which may or may not be made available at such later stage, without the obligation or liability to pay any compensation or reimbursement of any nature to any person pursuant to such use.
- 1.5 This RFI is provided solely for the purpose set out herein and is not intended to form any part or basis of any investment decisions by the Respondents, its shareholders, members, or its lenders.
- 1.6 Prospective Respondents that access this RFI must make their own independent assessment of the information provided, taking such advice (whether professional or otherwise) as they deem necessary.

- 1.7 No Prospective Respondent, its shareholders, members, contractors, suppliers or lenders shall have any claim against Transnet or any of its operating divisions, its officers, employees, servants, agents or transaction advisors, under any circumstances whatsoever, arising out of any matter relating to this RFI of any nature whatsoever, including where such claim is based on any act or omission by Transnet, or any of its officers, employees, servants, agents or transaction advisors of any nature whatsoever, or where such claim is based on the content of, or any omission from this RFI of any nature whatsoever.

2 DEFINITIONS AND INTERPRETATION

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

- 2.1.1 **Bidder**
- any entity or consortium that submits a Bid Response, which must be either a Project Company or consortium of legal entities, all of whom shall become shareholders (either themselves or through an intermediary entity) in a Project Company, who submits a Bid Response
- 2.1.2 **Bid Response**
- any bid submitted by a Bidder in response to the invitation contained in the RFI.
- 2.1.3 **Concession**
- the exclusive right granted to a Terminal Operator for the design, development, construction, financing, operation, maintenance, and hand back to the TNPA of the Multi-Purpose Terminal at the Quay 4 Precinct of the Port of Mossel Bay, that may be awarded by TNPA to the Preferred Bidder pursuant to an RFP issued by TNPA as contemplated in section 56 of the National Ports Act.
- 2.1.4 **Concessionaire**
- the Preferred Bidder appointed to undertake the Concession pursuant to a section 56 RFP process, with whom the TNPA will negotiate and conclude a Terminal Operator Agreement.

2.1.5 Consents

- all consents, permits, clearances, authorisations, approvals, rulings, exemptions, registrations, filings, decisions, licences, required to be issued by or made with any Responsible Authority in connection with the performance of any of the Construction, Operation and maintenance of the Facility by the Project Company.

2.1.6 Terminal Operator Agreement

- the agreement to be concluded between TNPA and the Concessionaire in relation to the Concession as contemplated in section 56 of the National Ports Act.

2.1.7 Multi-Purpose Terminal (MPT)

- means terminal infrastructure, cargo handling equipment, sheds, and other land-based structures used for the loading, storage, transshipment of such general cargo, as will be negotiated and agreed to between the TNPA and the Concessionaire and recorded in the Terminal Operator Agreement.

2.1.8 The Act

- the National Ports Act No. 12 of 2005.

2.1.9 Port

- the Port of Mossel Bay.

2.1.10 Preferred Bidder

- any Bidder that is selected by TNPA pursuant to the issuing of an RFP for the Multi-Purpose Terminal following qualification and evaluation of the Bid response submitted by the Bidders.

- 2.1.11 **Project Manager**
 - the person appointed by TNPA as the Project Manager for the purpose of the administration of the process contemplated in this RFI.
- 2.1.12 **Project Site**
 - a portion of land upon which the Multi - Purpose Terminal will be constructed, situated in the Quay 4 Precinct of the Port of Mossel Bay, as depicted in Figure 4.
- 2.1.13 **Respondent**
 - any entity or consortium that submits an RFI Response.
- 2.1.14 **Request for Information (RFI)**
 - this Request for Information document issued with the purpose to solicit information from the market relating to the possible Concession.
- 2.1.15 **Request for Proposal (RFP)**
 - a Request for Proposals to be issued in respect of the Multi-Purpose -Terminal.
- 2.1.16 **Transnet National Ports Authority (TNPA)**
 - An operating division of Transnet SOC Ltd
- 2.1.17 **Transaction Advisors**
 - transaction advisors, as may be appointed by TNPA to assist with any further stages of the envisaged procurement program for the Concession.
- 2.1.18 **Transnet**
 - Transnet SOC Ltd, Registration Number 1990/000900/30, duly incorporated in terms of the company laws currently in place in the Republic of South Africa.

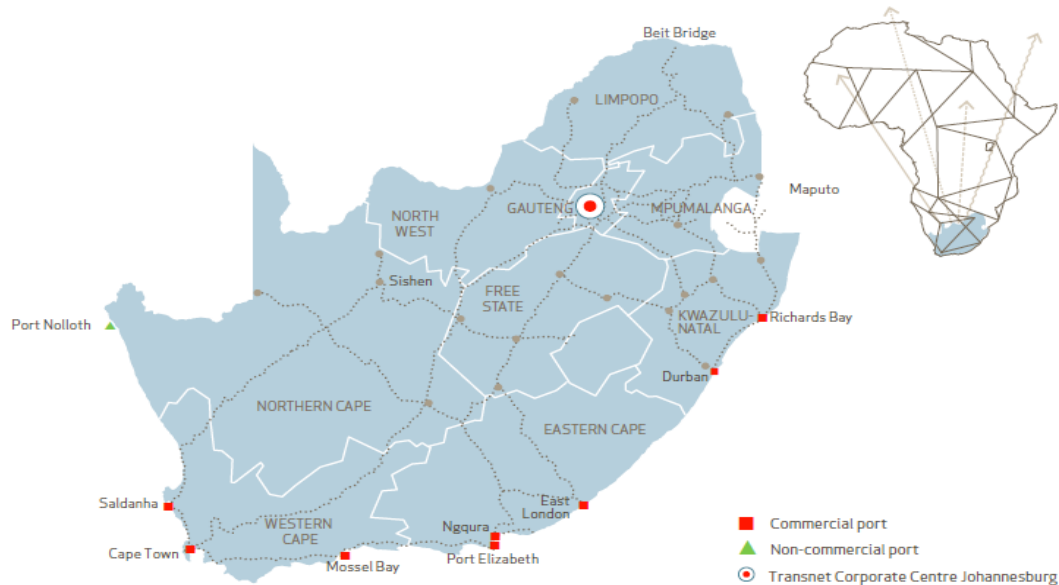


Figure 1: TNPA National Port System

3 BACKGROUND

- 3.1 Transnet National Ports Authority (TNPA) is an operating division of Transnet SOC Ltd, (registration number 1990/000900/30) established through the National Ports Act, No. 12 of 2005 (“the Ports Act”) to be a ports authority and landlord responsible for the safe, efficient, and economic functioning of the national ports system, which it manages, controls, and administers on behalf of the State.
- 3.2 Section 11 of the National Ports Act prescribes the core functions of TNPA, to include the following:
- 3.2.1 to plan, provide, maintain, and improve port infrastructure.
 - 3.2.2 prepare and periodically update a port development framework plan for each port;
 - 3.2.3 to promote the use, improvement and development of ports and control land use within the ports, having the power to lease port land under conditions that it determines;
 - 3.2.4 to promote greater representation, to increase participation in port operations of historically disadvantaged people;

- 3.2.5 to provide or arrange marine-related services, i.e., pilotage services, tug assistance, berthing services, dredging and hydrographic services;
 - 3.2.6 to ensure that adequate, affordable, and efficient port services and facilities are provided, including regulatory oversight of all port activities; and
 - 3.2.7 to provide aids to assist the navigation of vessels within port limits and along the coast.
- 3.3 At an operational level, TNPA occupies a strategic position in the country's transport logistics chain, managing South Africa's eight commercial seaports, namely Cape Town, Durban, East London, Mossel Bay, Ngqura, Port Elizabeth, Richards Bay and Saldanha Bay.
 - 3.4 The ports under the control of the TNPA span the South African coastline, which measures approximately 2 800 km. TNPA's asset base consists of port land, basic port infrastructure and marine fleet at the eight commercial ports. TNPA manages port land of approximately 43,4 million m² and about 750 leases across the port system.
 - 3.5 Operating within the port industry, TNPA provides its services to port users, namely terminal operators, shipping lines, shipping agents, cargo owners and the clearing and forwarding industry.
 - 3.6 TNPA also carries a distinctive feature of being self-sustaining, unlike most other landlord port authorities that rely on national or provincial governments for financial support.

4 INTRODUCTION

- 4.1 TNPA, as an operating division of Transnet, intends to develop a Multi-Purpose Terminal at Quay 4 Precinct, Port of Mossel Bay through a process as prescribed in section 56 of the National Ports Act.
- 4.2 Section 56 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—
 - 4.2.1 design, construct, rehabilitate, develop, finance, maintain or operate a port terminal or port facility, or provide services relating thereto;
 - 4.2.2 provide any other service within a port designated by TNPA for this purpose;
 - 4.2.3 perform any function necessary or ancillary to the matters referred to in paragraphs (a) and (b); or
 - 4.2.4 perform any combination of the functions referred to in paragraphs (a), (b) and (c).
- 4.3 The proposed transaction to develop the Multi-Purpose Terminal will be in the form of a Concession, to be implemented in accordance with the terms and conditions set forth in a Concession Agreement.
- 4.4 The process for selection of the Preferred Bidder will be conducted by the TNPA in accordance with section 56 which requires TNPA to apply a procedure which is fair, equitable, transparent, competitive and cost-effective.
- 4.5 The selected Concessionaire shall design, develop, finance, construct, operate and maintain the Concession for the specified term of the Terminal Operator Agreement, and thereafter will be required to hand over to TNPA the possession and use of the concessionaire's immovable assets after the end of the Concession Period.
- 4.6 The Terminal Operator Agreement is intended to be based on a model whereby the Site, with all improvements thereon, will continue to be owned by TNPA and the immovable assets that will be developed thereon by the Concessionaire shall be developed for the use and benefit of the Concessionaire and handed over to TNPA at the end of the Terminal Operator Agreement.

- 4.7 The Concessionaire will, as part of the Project and its obligations in terms of the Terminal Operator Agreement, be required to develop the terminal infrastructure including but not limited to sheds, offices, ablutions, canteens, fencing, security systems & gates, terminal paving, bulk services, lighting, cargo handling equipment etc.

5 PORT OF MOSSEL BAY CONTEXT AND OVERVIEW

- 5.1 The Port of Mossel Bay is the smallest of the eight (8) commercial ports along the South African coast but holds a special significance to South Africa's maritime history which dates as far back as 1488.
- 5.2 The port is situated halfway between Cape Town and Gqeberha, approximately 400km East of Cape Town at Latitude 34° 011' S and Longitude 22° 09' E;
- 5.3 It is the only South African Port that operates two offshore moorings and boasts a rich history dating back to the 15th century. Local and international tourists also enjoy a vast number of activities in and around the Port and the town of Mossel Bay, from boat cruises in the harbour to museum visits, water sports and a wide selection of restaurants - there is something for everyone to enjoy in the harbour and its surroundings.
- 5.4 Accessible by road and railway networks, the Port does not only serve as an essential link that connects the Western Cape industrial and consumer trade to national and global markets, but it has also established itself as an active harbour boasting a hive of activity on the Southern Cape coastline catering largely to the local commercial fishing and petroleum industries.

The current layout of the Port of Mossel Bay as per the Port Development Framework Plans 2022 is presented in Figure 2 below:

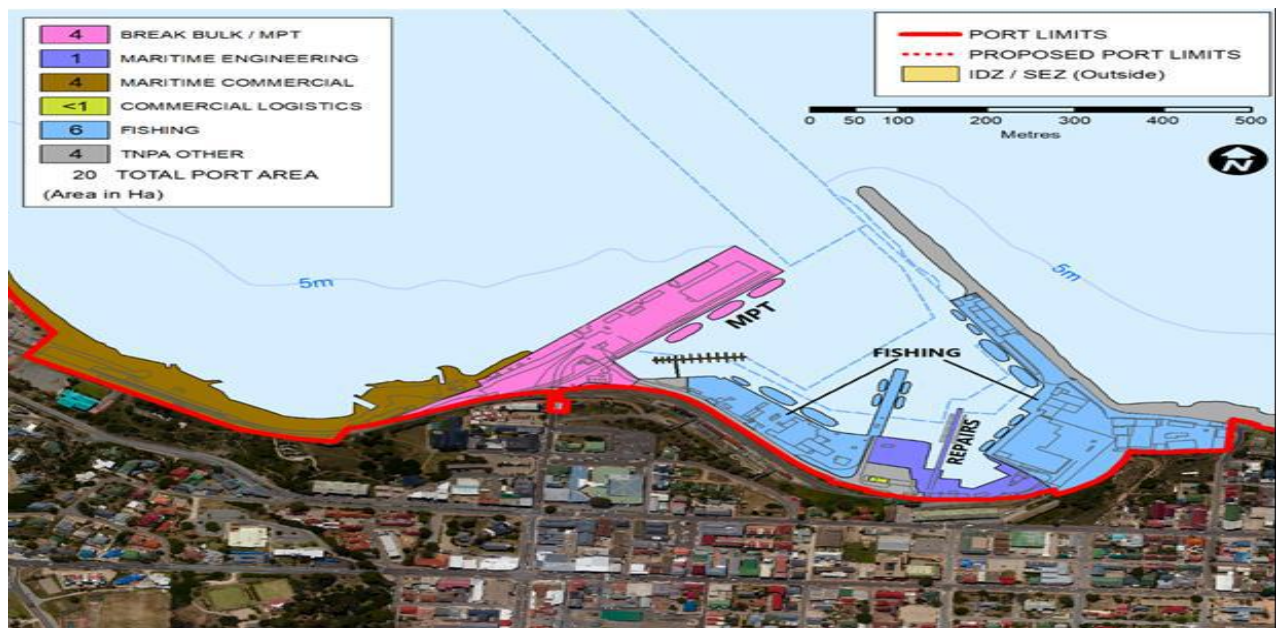


Figure 2:Port of Mossel Bay current layout Port Development Framework Plans 2022

5.5 The Port of Mossel Bay consists of three 3 precincts that primarily focus on cargo handling, ship repair, fishing and other recreational activities, ***Figure 3*** below depicts the Port of Mossel Bay Precincts:

5.5.1 Quay 4 is a mixed-use Precinct consisting of the Multi-Purpose Terminal (MPT) which caters for breakbulk cargo, oil and gas logistics, and other maritime commercial activities including marina, restaurants, and marine leisure activities.

5.5.2 The Vincent Jetty Precinct focuses primarily on maritime engineering activities and ship repair.

5.5.3 The Low-level Wharf caters for Fish factories, fish shops, etc.

5.5.4 The Conventional Buoy Mooring (CBM) and Single Point Mooring (SPM) is responsible for the handling of petroleum products.

| | | | |
|--|---|--|--|
|  |  |  |  |
| Quay Four | Vincent Jetty Incl. Quay 5 | Lower-Level Wharf Incl. Quays 1, 2 & 3 | CBM & SPM |
| <ul style="list-style-type: none"> ○ Multi-Purpose Terminal ○ Recreational Area ○ Small Craft Mooring | <ul style="list-style-type: none"> ○ Fishing ○ Ship Repair Facility (200t capacity) | <ul style="list-style-type: none"> ○ Fishing | <ul style="list-style-type: none"> ○ Offshore liquid bulk facilities ○ Conventional Buoy Mooring (CBM) ○ Single Point Mooring (SPM) |

Figure 3: Port of Mossel Bay Precincts

6 OVERVIEW OF QUAY 4

6.1 The existing facilities within Quay 4 handle mostly general cargo and break-bulk volumes that are linked with minor growth in fishing activities and volumes associated with Petro SA operations and maintenance. Figure 4 depicts the Quay 4 Multi-Purpose Terminal, the Project Site.



Figure 4: Project Site

Overview of Quay 4 MPT

| QUAY 4 PRECINCT | | | | | | | | |
|-----------------|--------------|-------|-------|-------------------|--|--------------------|----------------------|--------------------------------------|
| Berth(s) | Total Length | Draft | Depth | Max Vessel Length | Type of Equipment | Installed Capacity | Theoretical Capacity | Cargo types |
| 1 | 274 m | 6.5 m | 7.3 m | 130 m | Ship Gears Operation/ Mobile cranes | 86 000 tons | 120 000 tons | Break Bulk Fishing activities |

Table 1: Quay 4 MPT Precinct

6.2 Salient Features of the Site are as follows:

6.2.1 The site is located on Erf 12459 and is approximately 18 000 m² in size;

6.2.2 Consist of 1 berth on the inner/ berthing side with a length of 274m and maximum draft of 6.5m;

6.2.3 The main types of cargo handled at the Precinct are primarily break bulk cargo

6.2.4 Includes a shed of about 2040 m²;

6.2.5 The site has road and limited rail access;

6.2.6 Currently the berths have very limited equipment and cargo is handled either by mobile cranes and or ships gear;

6.2.7 The installed capacity for break bulk cargo is 86 000 tons per annum;

6.2.8 The seaward side of the Quay structure is a concrete sheet pile seawall;

6.2.9 TNPA is in the process of acquiring additional land that is within close proximity to the site, which can be used to provide back of port support to terminal operations within the port boundary. Consultation with Transnet Freight Rail (TFR) for provision of rail service would be required;

6.3 Figure 5 below depicts the envisaged additional site, which is 8000m² in extent and is earmarked for back of port support for the proposed MPT.



Figure 5: Envisaged back of Port land

6.4 The Port of Mossel Bay planned infrastructure upgrades that will support the MPT operations include but are not limited to:

6.4.1 berth deepening on the inner side of Quay 4, and deepening of the entrance channel;

6.4.2 provision of a new berth at the seaward facing side of the Terminal and;

6.4.3 extension of the breakwater

6.4.4 Upgrade of services — water and electricity infrastructure.

6.4.5 These infrastructure upgrades are to attract more vessels up to a maximum LOA of 130m to the Port and ensure efficient Port operations.

The medium-term layout of the Port is presented in figure 6 below as per the Port Development Framework Plans 2022.

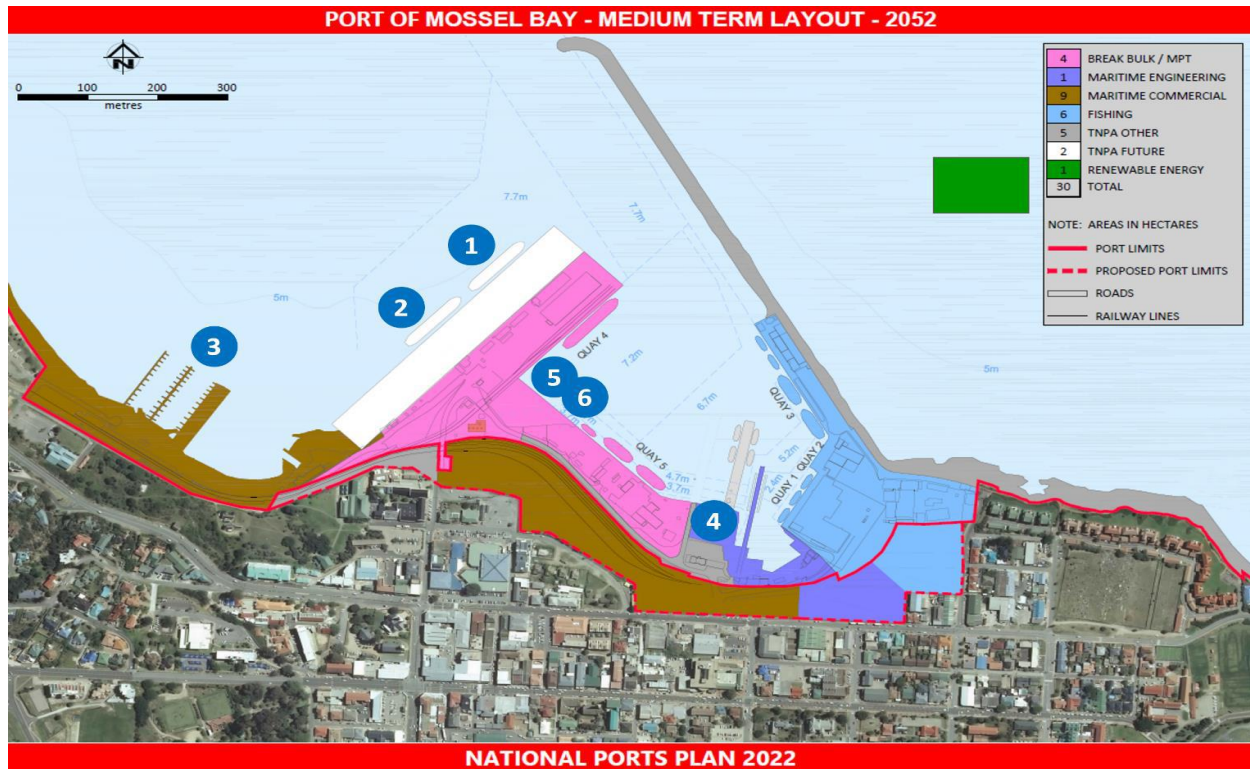


Figure 6: Port of Mossel Bay Medium term - layout Port Development Framework Plans 2022

7 REQUEST FOR INFORMATION

7.1 Objectives of the RFI:

The objective of this RFI is to establish whether there is market appetite from prospective MPT operators to undertake the concession and further to obtain specific information from Respondents in respect of the following:

7.1.1 The nature and extent of Respondents appetite to undertake the Concession and to obtain specific information to implement the Concession.

7.2 TNPA intends, through this RFI to:

7.2.1 Better understand the Respondents' analysis of the market relevant to MPT.

- 7.2.2 Support investigations by TNPA to identify opportunities and demand available in the market for the development of the Project Site;
 - 7.2.3 Obtain information to better define the scope and extent for the envisaged Request for Proposal which shall be issued in terms of section 56 as informed by the outcome of this RFI should TNPA decide to proceed with the RFP.
 - 7.2.4 Understand the most appropriate risk allocation between the TNPA and the Concessionaire in undertaking the Concession.
- 7.3 As such, TNPA encourages and requests any, and all Prospective Respondents to:
- 7.3.1 Respond to this RFI in the manner and form herein specified. The submission of an RFI Response is, however, not and will not be a compulsory requirement for responding to the envisaged RFP in future.
 - 7.3.2 The Respondent to provide possible solutions to comply with and overcome any delays and inefficiencies that could result from envisaged operations and to alleviate the additional congestion which is anticipated as a result from increased traffic;
 - 7.3.3 The Respondents to provide the most sustainable and optimal use of the Site, and Respondents' views regarding the necessary components of the infrastructure development/terminal expansion or both, in order to ensure commercial viability for the MPT, and how such infrastructure development/terminal expansion or both will be phased, with high level indicative costs.
- 7.4 Respondents are to note the following:
- 7.4.1 Respondents are requested to submit information in their responses to this RFI on how best the TNPA could structure the Concession in the event that it progresses to the RFP stage;
 - 7.4.2 Respondents are requested to provide any other relevant information, in respect of the RFI which they deem necessary to bring to TNPA's attention.

8 INFORMATION TO BE PROVIDED BY THE RESPONDENT IN ITS RFI RESPONSE

8.1 General Respondents request:

The RFI Response submitted should be as comprehensive as possible and include the information requested below and any supporting documentation in respect thereof:

8.1.1 The name of the respondent, and its full registration details;

8.1.2 The name and contact details of the person appointed by the Respondent as its representative in the event that the Project Officer wishes to engage on the any aspect of the RFI Response;

8.1.3 The main business of the Respondent, in relation to the break-bulk and Multi-Purpose Terminal cargo handling.

8.2 Information Relative to the Project Overview:

8.2.1 Respondent's Previous Experience

8.2.1.1. What is your capability and experience with designing, developing, financing, operating, maintenance management of terminal operations of this nature? (operating a similar facility elsewhere and number of years).

8.2.2 Project Scope and extent

8.2.2.1. Provide an overview of the Project scope;

8.2.2.2. What are the envisaged changes, improvements and additions required to be made to the terminal infrastructure;

8.2.2.3. Include parking space requirements and traffic flow from site;

8.2.2.4. Traffic Impact and management;

8.2.2.5. Provide development concept drawings and construction specifications;

8.2.3. Respondents are requested to provide as much detail as possible in their responses to the following questions:

- 8.2.3.1. What is the Respondents market analysis and cargo volume forecasts for the proposed MPT including the percentage split between the different general cargo commodities, that it projects will pass through the MPT.
- 8.2.3.2. The Respondents must indicate what would be their expected vessel type and size to be serviced at the proposed MPT?
- 8.2.4. Expected investment and return on investment;
- 8.2.4.1. What would be the Respondent's estimated capital investment for the project?
- 8.2.4.2. Respondents are to indicate how funding for the Project will be sourced, e.g., debt equity.
- 8.2.5. Respondents are to indicate appropriate tenure required and motivate reasons for tenure;
- 8.2.5.1. What would be the Respondent's estimated optimal phasing/timing of the investments required to achieve maximum capacity and operational efficiency.
- 8.2.6. Design and layout:
- 8.2.6.1. At a concept level, what would be the design layout of the envisaged terminal? (Please provide a high-level concept design).
- 8.2.6.2. High-level project plan.
- 8.2.7. Infrastructure:
- 8.2.7.1. Waterside: Based on the targeted vessel size/type and conceptual design layout for the envisaged terminal, what would be the required waterside infrastructural upgrades with respect to the following:
- Quay walls and furniture,
 - Seawalls and Revetments,
 - Reclamation (if any),
 - Dredging and berth pockets,
 - Scour protection etc.

8.2.7.2. Landside: Based on the targeted vessel size/type and conceptual design layout for the envisaged terminal, what would be the required landside infrastructure upgrades with respect to the bulk services.

8.2.8. Spatial requirements for abnormal sized cargo at MPT terminal

8.2.8.1. What are traffic implications for handling abnormal cargo? example City restrictions on road, bridge height limitations around port precinct, etc.

8.2.8.2. Spatial requirements (landside and waterside) for abnormal size cargo, such as wind turbines, large machinery, etc. What equipment and facilities are needed from the Port Authority for handling of such cargo?

8.2.9. Environment

8.2.9.1. Respondents should please provide information on sustainability initiatives and green technologies that they could implement in an MPT Terminal.

8.2.10. Transformation

8.2.10.1. In the context of the TNPA's statutory mandate to transform the port sector by promoting the participation of previously disadvantaged individuals in port operations, Respondents are required to indicate how they will ensure that previously disadvantaged individuals are involved in this project as per the Ports Act and B-BBBEE Maritime sector codes.

9 FORMAT AND SUBMISSION OF RFI RESPONSES

9.1 Submission of RFI Responses

9.1.1 The RFI Responses must be submitted to TNPA by no later than **29 November 2024** at 16h00 CAT.

9.1.2 All costs incurred by a Respondent in connection with this RFI and the preparation thereof shall be borne by the Respondent;

9.1.3 The Respondent will not have to pay any monies in order to submit an RFI Response;

- 9.1.4 The Respondent is encouraged to submit any additional information that, in its view, would assist TNPA in the further development of the Project.
- 9.1.5 All RFI Submissions must be in latest version of Microsoft PDF;
- 9.1.6 The RFI Submissions must be properly indexed, readable and capable of being opened;
- 9.1.7 Transnet has implemented a new electronic tender submission system, the e-Tender Submission Portal, in line with the overall Transnet digitalization strategy where suppliers can view advertised tenders, register their information, log their intent to respond to bids and upload their bid proposals/responses on to the system; and
- 9.1.8 Respondents are to upload their RFI response proposals onto the Transnet system against each RFI selected;
- 9.1.9 The Transnet e-Tender Submission Portal can be accessed as follows:
- 9.1.9.1. Log on to the Transnet eTenders management platform website/ Portal (transnetetenders.azurewebsites.net) Please use Google Chrome to access Transnet link/site);
 - 9.1.9.2. Click on "ADVERTISED TENDERS" to view advertised tenders;
 - 9.1.9.3. Click on "SIGN IN/REGISTER – for bidder to register their information (must fill in all mandatory information);
 - 9.1.9.4. Click on "SIGN IN/REGISTER" - to sign in if already registered;
 - 9.1.9.5. Toggle (click to switch) the "Log an Intent" button to submit a bid;
 - 9.1.9.6. Submit bid documents by uploading them into the system against each tender selected;
 - 9.1.9.7. No late submissions will be accepted. The bidder guide can be found on the Transnet Portal transnetetenders.azurewebsites.net;

10 Format of RFI Response

10.1 The Respondent is requested to complete the RFI Response and provide all the information required in terms of this RFI and to address every item in paragraph 8.

10.1.1 All pages should be numbered consecutively from first page to the last page and there should be an index to the entire RFI Response;

10.1.2 The RFI Response can be contained in more than one document with annexures as the Respondent may consider appropriate to provide the information requested. All documents comprising of the RFI Response must be listed on the index to the RFI Response.

10.2 Language of the RFI Response

10.2.1 The RFI Response and all documents forming part of it must be in English;

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

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

10.3 Signing of the RFI Response

10.3.1 The Respondent is requested to provide a cover letter that includes details on company profile with its RFI Response.

10.4 Further Information

10.4.1 TNPA reserves the right to seek additional information from a Respondent regarding its RFI Response, as it may, in its sole discretion, determine, whether such information has been requested under this RFI or otherwise, and may request the Respondent to present supplementary information, in respect of its RFI Response;

10.4.2 The Respondents may, following the submission of an RFI Response, be requested

to engage with TNPA and / or other relevant government stakeholders to discuss matters relevant to its RFI Response. Any meetings will take place via MS Teams, unless otherwise arranged.

11 CONTACT WITH THE PROJECT MANAGER

- 11.1 The Respondent must give the name and contact details of the person whom it appoints to undertake all contact with the Project Manager in its RFI Response, as provided for above (Information to be provided by Respondents in their RFI Responses);
- 11.2 After the submission of its RFI Response, the Respondent may only communicate with TNPA through such person and TNPA shall be entitled, at its sole discretion, to disregard any communication from the Respondent, that does not come from such contact person, and that does not go directly to the Project Officer. Once the Respondent has been issued with a unique identification number this is to be used in all communications with TNPA;
- 11.3 Where an engagement is required with the Respondent as highlighted above, other representatives of TNPA and the Respondent will be requested to be available for such an engagement.

12 FORMAL BRIEFING

- 12.1 A non-compulsory virtual briefing session will be conducted via Microsoft Teams on **09 October 2024 at 10h00**. Interested parties can join the briefing session by using a link that will be provided below:

Microsoft Teams [Need help?](#)

[Join the meeting now](#)

Meeting ID: 326 405 761 968

Passcode: CSEos2

- 12.2 Interested parties who wish to submit an RFI Response and who did not participate in the non-compulsory information sharing session will not be excluded from submitting an RFI Response.

13 REQUESTS AND CLARIFICATIONS

- 13.1 The Respondent may request clarification on any item contained in this RFI by not later than **06 November 2024**;
- 13.2 All enquiries, queries, and requests for clarification in respect of this RFI must be in writing and addressed to the Project Manager and emailed to MosselbayMultipurposeterminalRFI@transnet.net
- 13.3 TNPA will endeavour to respond to all reasonable written queries and requests for clarification raised by any Respondent.

14 GENERAL

- 14.1 The information contained in this RFI is proprietary to TNPA. In accepting this RFI, Respondents or any third party agree that the information has been compiled, created, and maintained by special effort and expense of TNPA.
- 14.2 By submitting an RFI Response, each Respondent acknowledges that TNPA will process all such information that is contained in the RFI Response, and which may constitute personal information as defined in the Protection of Personal Information Act No. 4 of 2013 and each Respondent consents to such processing.
- 14.3 If a Respondent, or any person employed by him, is found to have either directly or indirectly offered, promised or given to any person in the employ of TNPA, any commission, gratuity, gift or other consideration, TNPA shall have the right and without prejudice to any other legal remedy which it may have in regard to any loss or additional cost or expenses, to disqualify the Respondent from further participation in this process and any other subsequent processes in this regard;
- 14.4 In such an event, the Respondent will be responsible for all and any loss that TNPA may suffer as a result thereof. In addition, TNPA reserves the right to exclude such a Respondent from future business with TNPA.