

ICLM PE 747/TPT FOR THE PROVISION OF SERVICES TO DESIGN, FABRICATE AND INSTALL A RECLAIMER BYPASS SYSTEM AT THE PORT ELIZABETH MANGANESE TERMINAL FOR TRANSNET SOC LTD (REG NO. 1990/000900/30) OPERATING AS TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AS A ONCE OFF SUPPLY



Name of Meeting:	Compulsory RFP Briefing	Meeting Reference Number:	ICLM PE 747/TPT
Date & Time:	20 November 2024 @ 10h00	Venue:	Shop 17 Technical Boardroom, Baakens Street entrance, Port of Port Elizabeth
		Minutes prepared by:	L Pillay

Bidders in attendance:
Nine Dot Solutions
Rula Bulk Materials Handling
Channel Construction
Shany Engineering
MCJ
Trade Africa Terminals

No.	Item	Discussion	Action by
1.	Welcome and Introductions	All Bidders welcomed and everyone introduced themselves. The attendance register was circulated, for signature by all in attendance. The meeting was recorded.	L Pillay
2.	Safety Briefing	The safety briefing conducted by Ms Lesley Pillay, SCM Official.	
3.	Purpose of the RFP briefing / site meeting	The purpose of the compulsory briefing/site meeting is to ensure that all Bidders understand what is expected from them with regards to the procurement process, the scope of work and technical requirements. And bidders are given an opportunity to ask questions and view the site. We are using the NEC suite of documents.	
4.	RFP Process	The following clauses of the RFP was highlighted: <ul style="list-style-type: none"> The attendance of the Tender Clarification meeting is compulsory and bidders failing to attend the Tender Clarification meeting will not be able to take part in the RFP process. A Certificate of Attendance (T2.2-01) must be completed and signed today (20 November 2024) and submitted with your bid document. After the briefing session, we will visit the Bulk Terminal. Please ensure that you wear your PPE (safety shoes, reflective vest and hard hat). The Bid closes promptly on 03 December 2024 at 16h00. Bids must be submitted electronically, well in advance so that if any challenges encountered with the internet/technology, these issues may be resolved timeously and not hinder your submission. Refer to T1.1 clause 2 "Tender Submission" for details. Sign, stamp and date the bottom of each page of the document 	L Pillay

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No.	Item	Discussion	Action by
		<p>and submit.</p> <ul style="list-style-type: none"> Late bids will not be accepted. Bidders must be registered with National Treasury's Central Supplier Database (CSD), and proof submitted with the bid document. The various phases of the evaluation process was explained in detail. Emphasis on the 'pre-qualification criteria' and the 'technical criteria' which has a minimum threshold of 70%. Bidders must submit all mandatory returnable documents, submit a tendered price and fully comply with all the requirements of the Mandatory Eligibility Criteria i.e. attendance of the compulsory tender clarification meeting; valid ECSA certification of the design engineer; and CIDB grading of 7ME or higher. A valid BBBEE certificate must be submitted with the bid document and TPT will use either the 80/20 or 90/10 (price/BEE) preference point system when evaluating the bids. Bidders who fail to submit a valid BBBEE certificate, at the closing date of this RFP, will score zero (0) for BEE. Bidders must be tax compliant and must submit an original valid Tax Clearance Certificate with their bid. Returnable T2.2-14, Compulsory Enterprise Questionnaire, must be completed and submitted with the bid document. Bidders may communicate with Ms Lesley Pillay before the closing date, for clarification relating to this RFP. Responses will be emailed to all bidders that attended the compulsory tender clarification meeting, and it will be uploaded to the Transnet eTender portal. Bidders must ensure that all returnable documentation requested under T2.1 List of Returnable Documents, must be completed and submitted with the Bid document. Failure to submit the requested documentation and information may result in the disqualification of your Bid. 	
5.	Scope of Work	<ul style="list-style-type: none"> The Senior Project Manager summarised the scope of requirements as per Part C3: Scope of Work, viz: <ul style="list-style-type: none"> This project is design, fabricate, install and commissioning of a system that can reclaim the manganese ore when one of our reclaimers is out of action, called reclaimer bypass system at the Bulk Terminal. There are no designs. The only thing available is the rail tracks, and the new system will become Transnet property. The design engineer must be ECSA certified. TPT will need to sign off on all designs, with a potential review by a third party. Access to the port is controlled by Transnet National Ports Authority (TNPA) on the outside and TPT for the Terminal. Contact details will be made available after award. This is a working terminal, and no shut down will take place for installation of the system. TPT will provide electricity and water if needed, everything else to be provided by the bidder. Design/fabrication off site – an area will be made available if site establishment is needed for installation. 	Graham Handley

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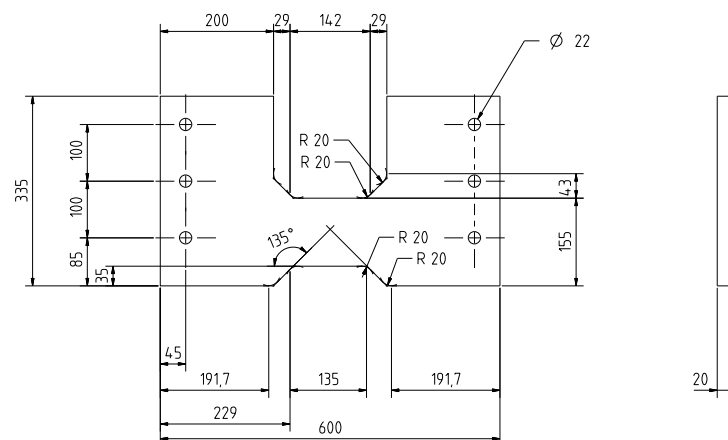
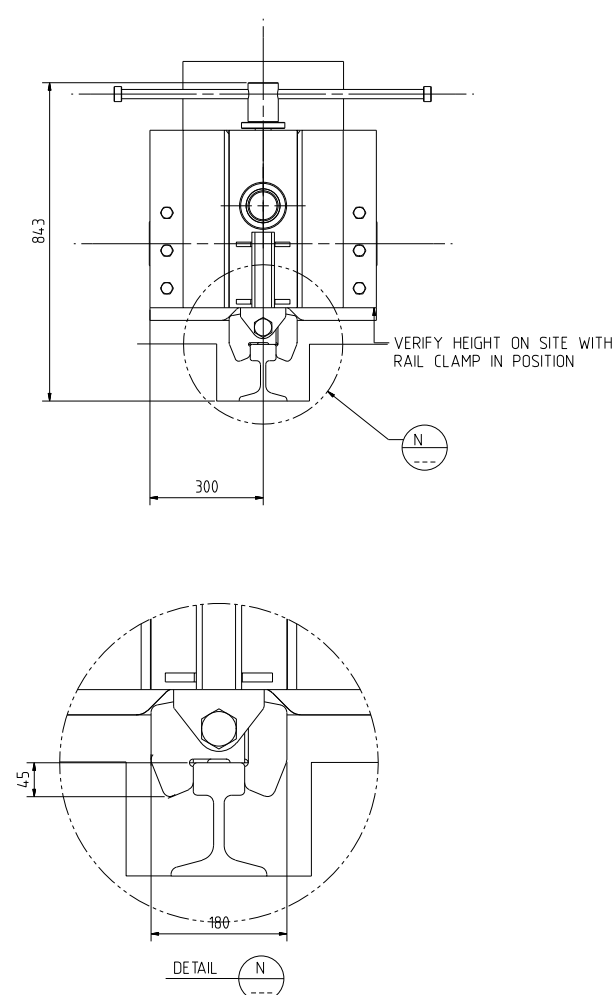
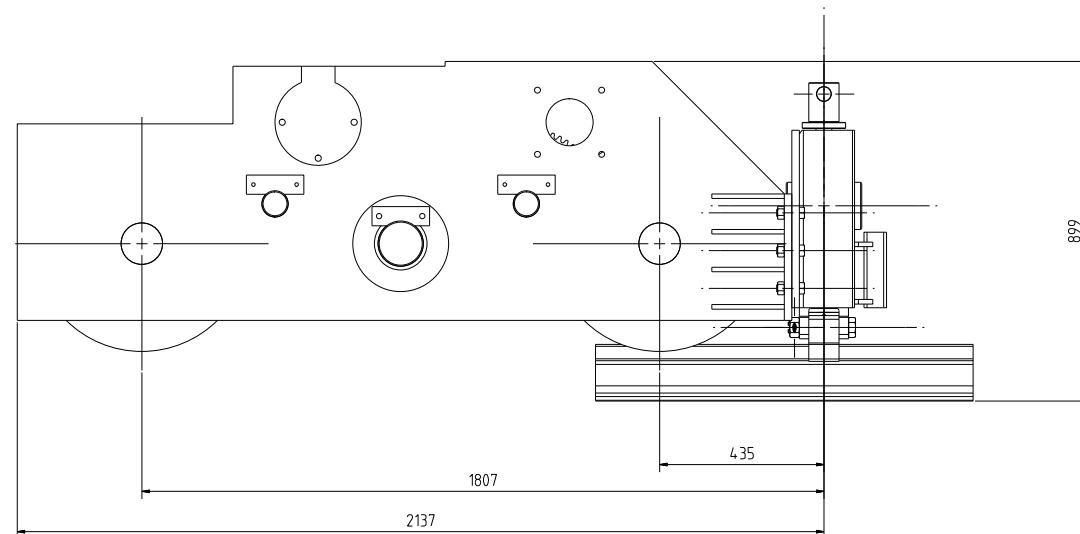
No.	Item	Discussion	Action by
		<ul style="list-style-type: none"> Commissioning process, which leads to defects period. Up to 40 hours endurance testing to make sure the system works. Part C4 is site information, shows access points and stock-pile area. Installation will be on the existing track system. Location to be advised prior to installation. Scope of Work, clause 4.2 is our proposal. Our vision is to use the existing tracks, reclaim from stockpile 3m below ground level. Two conveyor systems – can be raised, so we have the option to use one or both (independently operated). Front-end loader not part of this scope. FEL load the hopper. Clause 4.2.15 is important as it has a more detailed explanation of the conveyor system. Contractor to view the rail gauge and dimensions. The system must have its own power – minimum of 12 hours. System must have a control station to operate it. It should be designed so that it can be relocated. The system is required to reclaim from whichever bin, and needs to be interlocked with the yard conveyer. Clause 6.1 refers to management meetings. Document control, safety management, quality management is standard (we have a specification attached as an annexure). Programming constraints – programming important – part of technical evaluation. Testing and inspection before delivery, either our team or third part will inspect. Annexures – our Transnet specifications attached to this document. Technical Evaluation explained: Eligibility criteria: valid ECSA certification for design engineering; and CIDB grading (Weighted) Scoring criteria: quality management; guarantee of the structure; level 2 programme (six months our target); and previous experience specific to bulk material handling. Points allocated on a sliding scale – ensure that you provide what we request. 	
6.	Pricing	<ul style="list-style-type: none"> Part 2: Pricing Data and Activity Schedule C2.2 The pricing is divided into four activities i.e. detailed design; project management; fabrication; and installation/ commissioning/ handover. Cut off date for invoices is 25th of each month. Terms are 30 days from date of statement. Pricing must be fixed. The total price including and excluding VAT must be carried over to C1.1 Form of Offer & Acceptance. 	G Handley
7.	Questions	<ul style="list-style-type: none"> Annexure B – TIMS Specification – not included in the tender. <i>Apologies. It will be made available by latest 27 November 2024.</i> 	All

No.	Item	Discussion	Action by
		<ul style="list-style-type: none"> Bidders requested drawings of the stockpile (cross section). <i>The only drawing available is the one in the bid document – it is advised that the bidders perform their own measurements of the stockpile prior to the design of the system.</i> Bidders requested drawings of the bogies. <i>GA drawings to be made available by 27 November 2024.</i> Will the Reclaimer Bypass system have power supply? <i>Refer to 4.2.15 of the SOW. It should be self-powered – up to a maximum of 12 hours.</i> How will it be controlled? From the control room? <i>No, controlled by a person using a local control station on the equipment.</i> Will it need to be moveable? Where will it be positioned – before or after the reclaimer? <i>Refer to 4.2.15 of the SOW.</i> <i>The unit must be self-propelled with a minimum of four long travel drives. This will allow the unit to be positioned.</i> <i>When not in use the unit will travel to the back of the stack to allow for normal reclaiming operation.</i> Is it going to be used in place of Reclaimer B (which has two arms), or A or C (which is different)? <i>Refer to 4.2.15 "The system must be equipped with two retractable hopper-conveyor systems that can be operated separately; the system must further be equipped with a center chute that must be so designed to allow for a steady flow of the ore onto the yard conveyor."</i> <i>For reclaiming from bins 1 & 4 only one hopper-conveyor system is to be used.</i> <i>For bin 2 & 3 reclaiming would require two hopper-conveyor systems to be deployed to allow reclaiming from two bins.</i> What are the rail sizes? <i>54E3</i> What is the allowable load of the rail at the moment, based on the berm design? <i>200KN (20ton) allowable wheel load.</i> 	
8.	General	<ul style="list-style-type: none"> We not allowed to share the Attendance Register due to the POPI Act. The minutes indicates the bidders that were in attendance. The bidders were shown around the site. Bidders are wished good luck with the submission of their proposals. It is noted that Channel Contruction chose not to join the site visit. 	


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No.	Item	Discussion		Action by
		Chairperson:  Date: 26.11.2024	Reviewed:  Date: 26.11.2024	
<i>It is to be noted that these minutes were not compiled in strict accordance with the actual sequence of discussions.</i>				



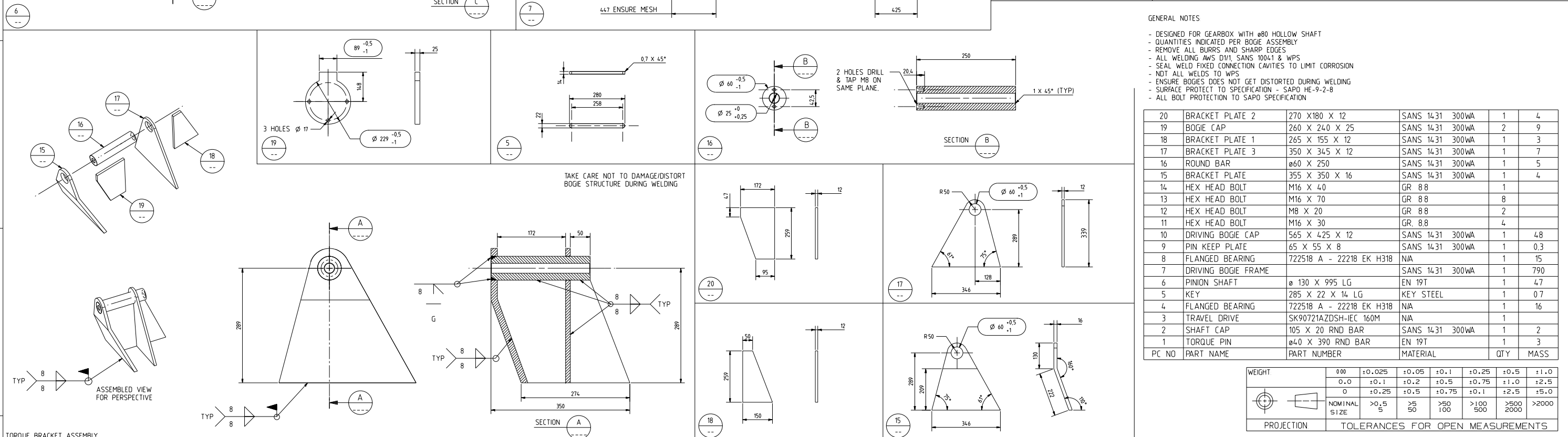
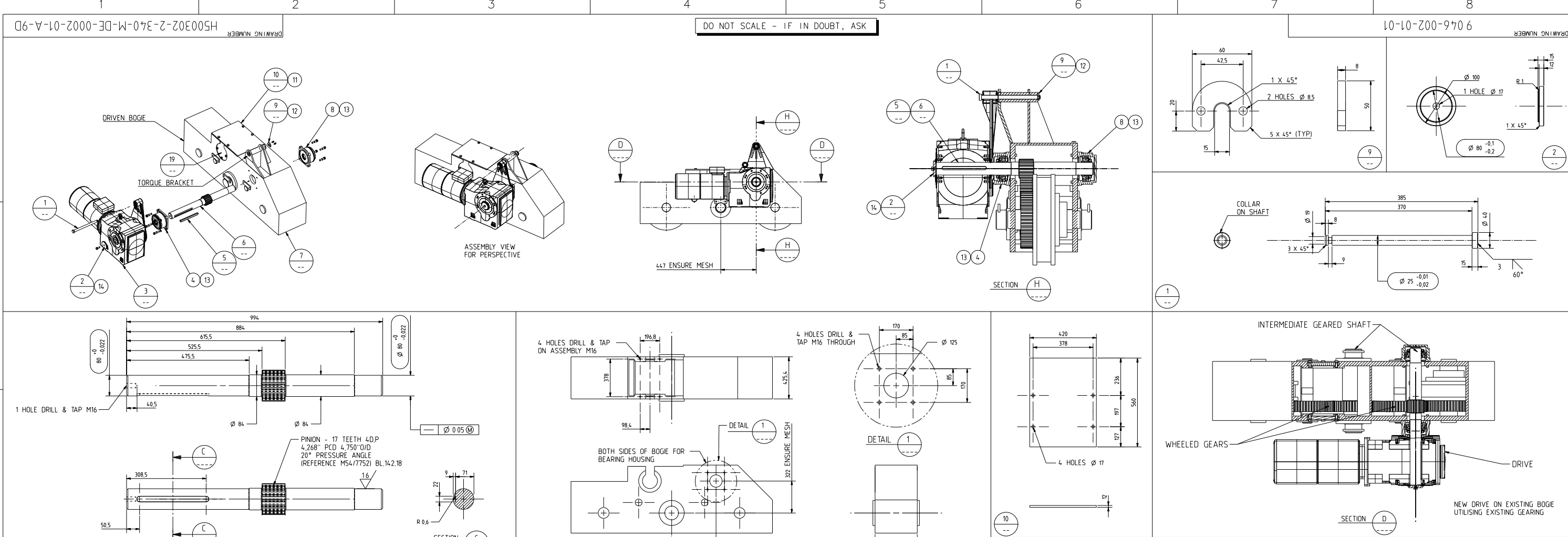
- ALL MATERIAL TO SANS 1431 (300Ww) UOS
- MACHINE ALL HOLES AFTER WELDING
- MACHINING FINISH 32µm U.O.S.
- ALL WELDING AWS D111 SANS 10041 & WPS
- ALL BEVEL WELDS TO BE FULL PENETRATION WELDS,
- NOT WELDS, UT UOS
- ALL WELDS ARE CRITICAL, NOT 100% UT
- DRESS ALL WELDS
- SEAL WELD FIXED CONNECTION CAVITIES TO LIMIT CORROSION
- CORROSION PROTECTION TO SAPFO SPECIFICATION (HE9-2-8)
- ALL BOLT PROTECTION TO SAPFO SPECIFICATION
- CONTACT SURFACES AT FRICTION GRIP CONNECTIONS TO BE BLAST AND PRIMED ONLY
- ALL FLAME-CUT EDGES, BURRS & SHARP EDGES TO BE GROUND SMOOTH
- INTRICATE COMPONENTS TO BE PROFILED/LASER CUT FROM DXF
- ALL CIRCLED DIMENSIONS TO BE CHECKED AND SIGNED OFF AFTER FABRICATION

WEIGHT	0.00	±0.025	±0.05	±0.1	±0.25	±0.5	±1.0
	0.0	±0.1	±0.2	±0.5	±0.75	±1.0	±2.5
	0	±0.25	±0.5	±0.75	±0.1	±2.5	±5.0
	NOMINAL SIZE	>0.5 5	>5 50	>50 100	>100 500	>500 2000	>2000
PROJECTION	TOI FRANCES FOR OPEN MEASUREMENTS						

				EPCM CONSULTANT :				ORIGINATOR : 9DOT SOLUTIONS			
				TITLE	NAME	SIGNATURE	DATE	TITLE	NAME	SIGNATURE	DATE
				LEAD DES. ENG.				DRAWN	CW	<i>[Signature]</i>	12 05 08
				ENG. COORD.				CHECKED	RJvR	<i>[Signature]</i>	19 05 08
				ENG. MANAGER				ENG. COORD.			
				AREA MANAGER				DISCIP. ENG.			
				PROJECT MGR.				ENG. MANAGER	PvZ	<i>[Signature]</i>	19 05 08
				DIVISION				AREA MANAGER			
0	ISSUE FOR CONSTRUCTION	CW	RJvR PvZ 19/05/08	DIV.	TITLE	NAME	SIGNATURE	DATE			
NO.	DESCRIPTION	BY	CHK'D APP'D DATE						PR. ENG. / PR. TECH.		
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									EF		
									SIGNATURE		<i>[Signature]</i> 19 05 08
									REG. NUMBER		780107
									SCALE :		1 / 10
											A1

08	TPT - PORT EXPORT SYSTEM
	STACKER
	RAIL CLAMP MOUNTING
20	WELDING ASSEMBLY

PROJECT NUMBER	DV	FBS	DIS	TYPE	DRG. NO.	SHT.	REV.	ID
H500302	2	340	M	DE	0001	11	09	

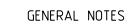


- GENERAL NOTES
- DESIGNED FOR GEARBOX WITH ø80 HOLLOW SHAFT
 - QUANTITIES INDICATED PER BOGIE ASSEMBLY
 - REMOVE ALL BURRS AND SHARP EDGES
 - ALL WELDING AWS D11, SANS 10041 & WPS
 - SEAL WELD FIXED CONNECTION CAVITIES TO LIMIT CORROSION
 - NDT ALL WELDS TO WPS
 - ENSURE BOGIES DOES NOT GET DISTORTED DURING WELDING
 - SURFACE PROTECT TO SPECIFICATION - SAPO HE-9-2-8
 - ALL BOLT PROTECTION TO SAPO SPECIFICATION

20	BRACKET PLATE 2	270 X180 X 12	SANS 1431 300WA	1	4
19	BOGIE CAP	260 X 240 X 25	SANS 1431 300WA	2	9
18	BRACKET PLATE 1	265 X 155 X 12	SANS 1431 300WA	1	3
17	BRACKET PLATE 3	350 X 345 X 12	SANS 1431 300WA	1	7
16	ROUND BAR	ø60 X 250	SANS 1431 300WA	1	5
15	BRACKET PLATE	355 X 350 X 16	SANS 1431 300WA	1	4
14	HEX HEAD BOLT	M16 X 40	GR 8.8	1	
13	HEX HEAD BOLT	M16 X 70	GR 8.8	8	
12	HEX HEAD BOLT	M8 X 20	GR 8.8	2	
11	HEX HEAD BOLT	M16 X 30	GR 8.8	4	
10	DRIVING BOGIE CAP	565 X 425 X 12	SANS 1431 300WA	1	4.8
9	PIN KEEP PLATE	65 X 55 X 8	SANS 1431 300WA	1	0.3
8	FLANGED BEARING	722518 A - 22218 EK H318	N/A	1	15
7	DRIVING BOGIE FRAME		SANS 1431 300WA	1	790
6	PINION SHAFT	ø 130 X 995 LG	EN 19T	1	4.7
5	KEY	285 X 22 X 14 LG	KEY STEEL	1	0.7
4	FLANGED BEARING	722518 A - 22218 EK H318	N/A	1	16
3	TRAVEL DRIVE	SK90721AZDSH-IEC 160M	N/A	1	
2	SHAFT CAP	105 X 20 RND BAR	SANS 1431 300WA	1	2
1	TORQUE PIN	ø40 X 390 RND BAR	EN 19T	1	3
PC NO	PART NAME	PART NUMBER	MATERIAL	QTY	MASS


WEIGHT	0.00	±0.025	±0.05	±0.1	±0.25	±0.5	±1.0
	0.0	±0.1	±0.2	±0.5	±0.75	±1.0	±2.5
	0	±0.25	±0.5	±0.75	±1.0	±2.5	±5.0
NOMINAL SIZE	>0.5	5	>5	>50	>100	>500	>2000
PROJECTION	TOLERANCES FOR OPEN MEASUREMENTS						

TORQUE BRACKET ASSEMBLY		EPCM CONSULTANT:		ORIGINATOR: 9DOT SOLUTIONS	
		TITLE NAME SIGNATURE DATE		TITLE NAME SIGNATURE DATE	
		LEAD DES. ENG.		DRAWN CW 08/04/08	
		ENG. COORD.		CHECKED RJvR 08/04/08	
		ENG. MANAGER		ENG. COORD.	
		AREA MANAGER		DISCIP. ENG.	
		PROJECT MGR.		ENG. MANAGER PvZ 08/04/08	
		DIVISION		AREA MANAGER	
A ISSUE FOR REVIEW		CW	RJvR	PvZ	08/04/08
NO. DESCRIPTION		BY	CHK'D	APP'D	DATE
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PR. ENG. / PR. TECH.		NAME EF		DATE 08/04/08	
SIGNATURE		REG. NUMBER 780107		PROJECT NUMBER 10100002-011-A9D	
SCALE: 1 / 25		SCALE: 1 / 25		SCALE: 1 / 25	



- DESIGNED FOR GEARBOX WITH Ø80 HOLLOW SHAFT
- QUANTITIES INDICATED PER BOGIE ASSEMBLY
- REMOVE ALL BURRS AND SHARP EDGES
- ALL WELDING AWS D11.1, SANS 1004.1 & WPS
- SEAL WELD FIXED CONNECTION CAVITIES TO LIMIT CORROSION
- NDT ALL WELDS TO WPS
- ENSURE BOGIES DOES NOT GET DISTORTED DURING WELDING
- SURFACE PROTECT TO SPECIFICATION - SAPO HE-9-2-8
- ALL BOLT PROTECTION TO SAPO SPECIFICATION

20	BRACKET PLATE 2	PL12	SANS 1431 300WA	1	4
19	BOGIE CAP	PL25	SANS 1431 300WA	2	9
18	BRACKET PLATE 1	PL12	SANS 1431 300WA	1	3
17	BRACKET PLATE 3	PL12	SANS 1431 300WA	1	7
16	ROUND BAR	ø60	SANS 1431 300WA	1	5
15	BRACKET PLATE	PL16	SANS 1431 300WA	1	4
14	HEX HEAD BOLT	M16 X 40mm	M16 X 40 GR 8.8	1	6
13	HEX HEAD BOLT	M16 X 70mm	M16 X 70 GR 8.8	8	8
12	HEX HEAD BOLT	M8 X 20mm	M8 X 20 GR 8.8	2	2
11	HEX HEAD BOLT	M16 X 30mm	M16 X 30 GR8.8	4	4
10	DRIVING BOGIE CAP	PL12	SANS 1431 300WA	1	4.8
9	PIN KEEP PLATE	PL8	SANS 1431 300WA	1	0.3
8	FLANGED BEARING	722518 A - 22218 EK H318	N/A	1	15
7	DRIVING BOGIE FRAME		SANS 1431 300WA	1	790
6	PINION SHAFT		EN 19T	1	4.7
5	KEY		KEY STEEL	1	0.7
4	FLANGED BEARING	722518 A - 22218 EK H318	N/A	1	16
3	TRAVEL DRIVE	SK90721AZDSH-IEC 160M	N/A	1	
2	SHAFT CAP	ø100	SANS 1431 300WA	1	2
1	TORQUE PIN	ø4.0	EN 19T	1	3
PC NO	PART NAME	PART NUMBER	MATERIAL	QTY	MASS

WEIGHT	000	±0.025	±0.05	±0.1	±0.25	±0.5	±1.0
	0.0	±0.1	±0.2	±0.5	±0.75	±1.0	±2.5
	0	±0.25	±0.5	±0.75	±0.1	±2.5	±5.0
	NOMINAL SIZE	>0.5 5	>5 50	>50 100	>100 500	>500 2000	>2000
PROJECTION	TOI FRANCES FOR OPEN MEASUREMENTS						



PE MANGANESE TERMINAL REFURBISHMENT

08	TPT - TERMINAL EXPORT SYSTEM
	STACKER
	BOGIES
	CHANGE DRIVE TO MOTOR WITH TORQUE ARM

☐ CHANGE DRIVE TO MOTOR WITH TORQUE ARM

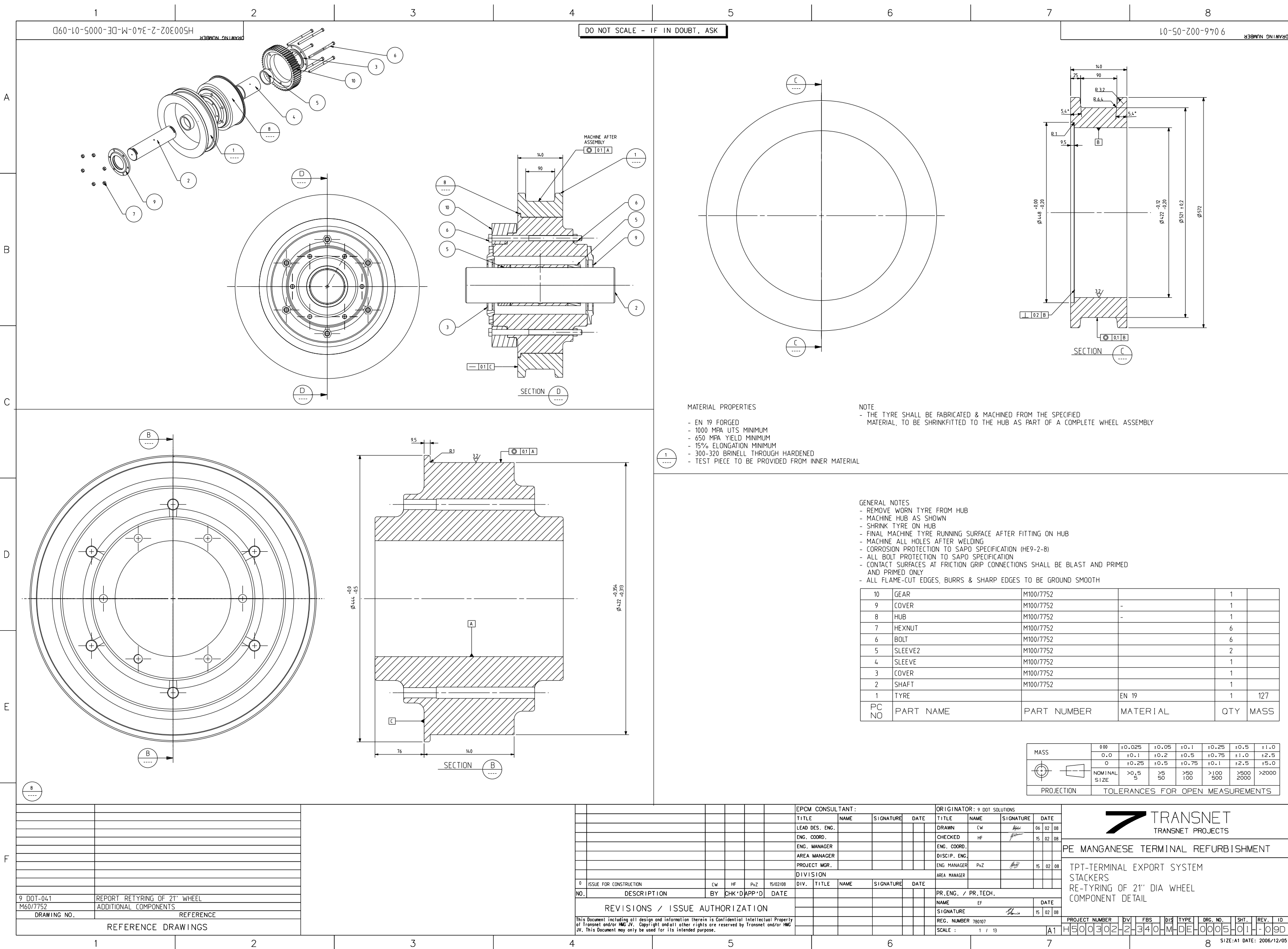
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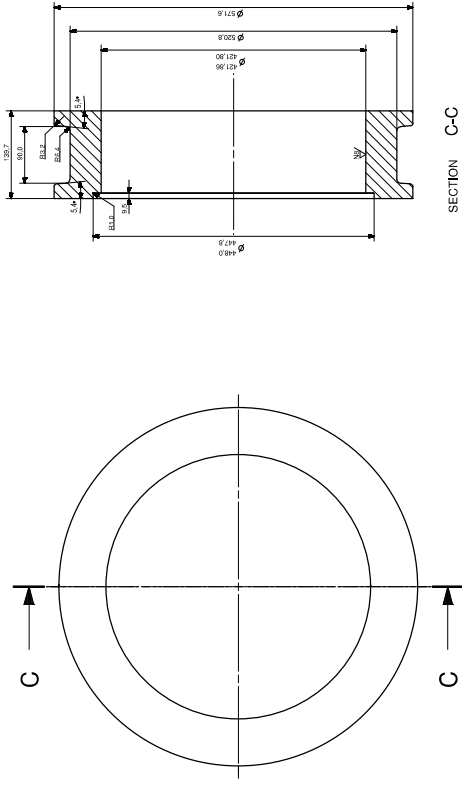
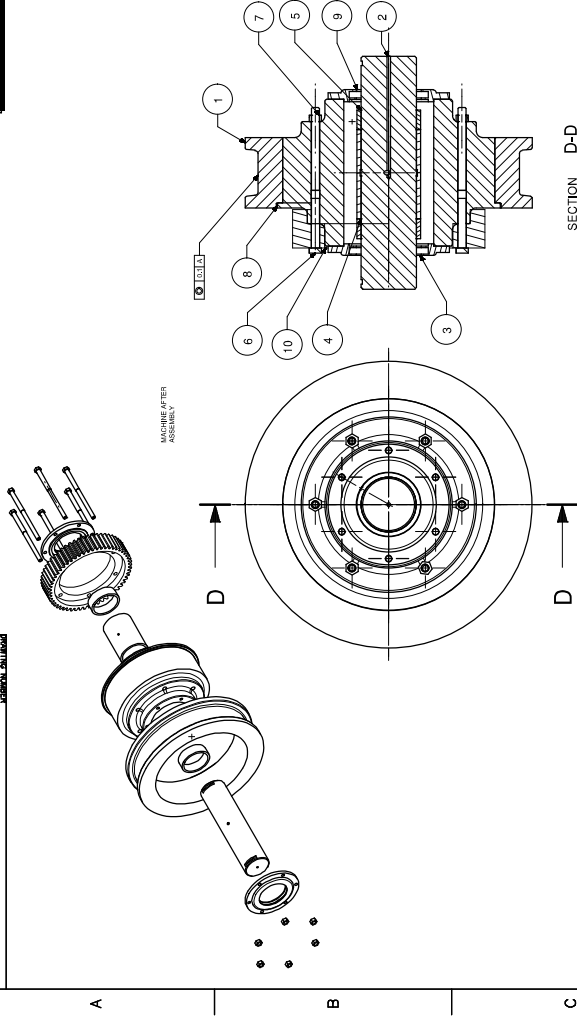
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DISCIP. ENG.				
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AREA MANAGER				
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NAME EF			DATE	
SIGNATURE		<i>EF</i>	10/06/06	
REG. NUMBER		780107		
SCALE :		1 / 25		A1

						EPCM CONSULTANT:			
						TITLE	NAME	SIGNATURE	DATE
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						ENG. COORD.			
						ENG. MANAGER			
						AREA MANAGER			
						PROJECT MGR.			
B	ISSUE FOR APPROVAL				RJvR	RJvR	PvZ	10/06/08	
A	ISSUE FOR REVIEW				CW	RJvR	PvZ	08/04/08	
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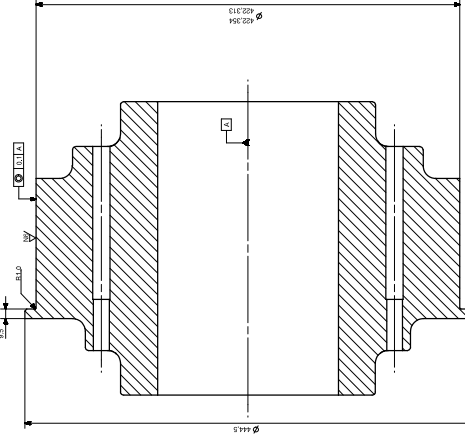
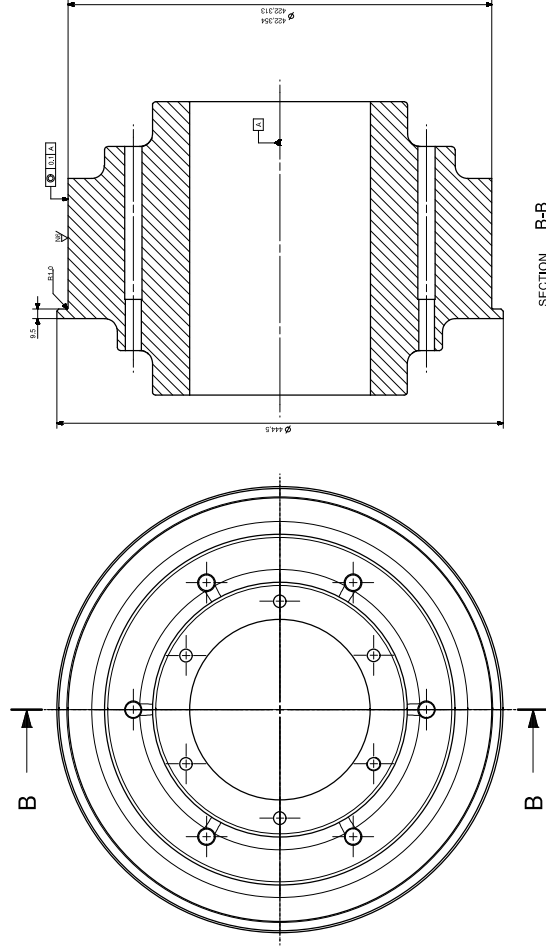
TORQUE BRACKET ASSEMBLY	
M54/7752	DETAILS OF TRAVEL DRIVE
DRAWING NO.	REFERENCE
REFERENCE DRAWINGS	





MATERIAL PROPERTIES

- * EN 19 FORGED
- * 1000 MPA UTS MINIMUM
- * 650 MPA YIELD MINIMUM
- * 15% ELONGATION MINIMUM
- * 300-320 BRINELL THROUGH HARDENED
- * TEST PIECE TO BE PROVIDED FROM INNER MATERIAL



NOTES

1. SHRINK TYRE ON HUB
2. FINAL MACHINE TYRE RUNNING SURFACE AFTER FITTING ON HUB
3. SURFACE PROTECTION TO SPECIFICATION - SAPO HE-9-2-8

10	GEAR S/T P	SEE REFERENCE DRAWING	1
9	DOUBLE FLANGE RAIL WHEEL COVER	SEE REFERENCE DRAWING	1
8	DOUBLE FLANGE WHEEL	SEE REFERENCE DRAWING	1
7	HEX NUT	SEE REFERENCE DRAWING	6
6	BOLT	SEE REFERENCE DRAWING	6
5	SLEEVE2	SEE REFERENCE DRAWING	2
4	SLEEVE	SEE REFERENCE DRAWING	1
3	DOUBLE FLANGE RAIL WHEEL COVER	SEE REFERENCE DRAWING	1
2	DOUBLE FLANGE RAIL SHAFT	SEE REFERENCE DRAWING	1
PC NO	TYPE	EN 19 COND "T"	1
PC NO	PART NAME	PART NUMBER	QTY
		MATERIAL	

[illegible][illegible]