

DESIGN, SUPPLY, INSTALLATION (EPC CONTRACTOR) AND PROVIDE PLANNED MAINTENANCE FOR A LIMITED PERIOD FOR THE VAPOUR RECOVERY UNIT SYSTEM AT THE TPL TARLTON PETROLEUM PRODUCTS HANDLING AND BULK STORAGE FACILITY

TENDER NUMBER: TPL/2024/07/0005/70943/RFP

NO.	BIDDER QUERY	TRANSNET RESPONSE
1.	What are the average temperatures of all the products that will be used on the VRU	15-30 Degrees Celcius
2.	What is the average tanker volume (m3) ?	Road Tankers 26-40m3 Rail Tankers 36-60m3
3.	What is the time taken to load one tanker?	Road 30min/ tanker Rail 45min/ tanker
4.	How many tankers can filled/loaded within 1 hour?	Road 4 Tankers Rail 6 tankers
5.	Is cross loading used at the terminal, if so, what is the percentage of the total throughput? Are you loading different products across the loading bays at any instantaneous time? Including rail loading and or offloading.	Yes, 40/60 Yes, loading different products across the loading bays at any instantaneous time. Yes but we do not do rail offloading, only road offloading.
6.	What is the total product volume loaded per year?	1 Billion Liters/Annum
7.	Will the VRU be used to handle tank breathing if so what is the tank size, shape, average filling level, average liquid temperature and PSV settings?	Vapour recovery from tanks not included in current scope.
8.	What is the maximum batch size of product delivery?	N/A - based on 7 above
9.	What is the absorbent temperature during summer?	25-30 Degrees Celsius
10.	What is the absorbent temperature during winter?	13-16 Degrees Celcius
11.	Is compressed air at >600kPa and dew point – 40 degree Celsius available at the terminal?	We do have instrument air on site, however currently capacity constrained. So VRU will need to supply for their requirements.
12.	Are dedicated lines required for diesel and petrol products?	The pricing and designs are to be on the basis of a shared or common line for both diesel and petrol products.
13.	The bidders question the requirement to provide a local building (control room) next to the VRU as required in the RFP.	The bidders are required to provide a local building (control room) in accordance with the works information and the pricing schedule.
14.	We currently have a 7ME CIDB grading and have applied for an upgrade to 8ME which we will only receive in June 2025.	As per CIDB and the RFP read with the CIDB Standard for Uniformity: <i>Only those tenderers who are registered with the CIDB, or are capable of being so prior to</i>

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	Please advise if we would be allowed to submit a bid based on our current grading with confirmation of our current upgrade in process.	<p><i>the evaluation of submissions, in a contractor grading designation equal to or higher than a contractor grading designation determined in accordance with the sum tendered or a value determined in accordance with Regulation 25 (1B) or 25(7A) of the Construction Industry Development Regulations, designation of 8ME or higher class of construction work, are eligible to have their tenders evaluated.</i></p> <p>Therefore, your company would have to submit sufficient evidence at the closing date to allow for the assessment of whether or not you are "capable of being registered" within twenty-one (21) working days of the closing date for submission of tenders i.e. the application to CIDB together with your 7ME grading designation, in order to be evaluated. Your company will also have to submit proof that the 8ME designation has been achieved within 21 working days of the closing date failing which you will not be evaluated further.</p>
15.	What is the typical daily percentage of loaded gasoline versus diesel?	40/60
16.	Will the truck and railcar loading occur simultaneously?	Yes
17.	Will the generated vapours be routed to the VRU during loading, if so, is the system gas ratio balanced?	<p>Assuming the question is referring to vapours removed during road and rail loading, in which case yes the vapours will be routed to the VRU during loading. No means to accumulate the vapour.</p> <p>Unclear what is meant by ratio balancing of the gas, TPL does not currently operate any VRU units and is dependent on the knowledge of the technology supplier.</p>
18.	Must the max instantaneous throughput rate 1440 m ³ /h be consider as a vapor stream to the VRU, if so, must we assume that tank filling(import) and truck/railway loading(export) will occur simultaneously?	Refer to clarification question 7. Tank breathing not part of the scope. VRU only to address road and rail loading.
19.	Must the VRU be sized to accommodate for future installation of rail loading arms and road loading arms?	Yes
20.	What is the expected maximum concentration(%volume) of hydrocarbons in the inlet stream of the VRU	Vapour recovered from both rail and road tankers concentration and composition unknown but will be a function of product previously transported and will be typical to industry norms.
21.	What are the average temperatures of all the products that will be used on the VRU?	Responded to in 1 above

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22.	What is the average tanker volume (m^3) ?	Responded to in 2 above
23.	What is the time taken to load one tanker?	Responded to in 3 above
24.	How many tankers can filled/loaded within 1 hour?	Responded to in 4 above
25.	Is cross loading used at the terminal, if so, what is the percentage of the total throughput?	Bidder was requested to provide more clarity.
26.	What is the total product volume loaded per year?	Responded to in six above
27.	Will the VRU be used to handle tank breathing if so, what is the tank size, shape, average filling level, average liquid temperature and PSV settings?	Bidders to design the system in accordance with the requirements of Parag 11 of Annexure A
28.	What is the maximum batch size of product delivery?	Responded to in 8 above
29.	What is the absorbent temperature during summer?	Responded to in 9 above
30.	What is the absorbent temperature during winter?	Responded to in 10 above
31.	Is compressed air at >600kPa and dew point – 40 degree Celsius available at the terminal?	Responded to in 1 above 11

- A reminder to bidders that all queries to be submitted by email to Mbalenhle.bhengu@transnet.net before **23 May 2025**.
- This includes queries raised at the briefing session. For proper recording and responding, bidders were requested to submit the questions in writing.