




SUBJECT	Minutes of Tender Clarification Meeting				
TITLE	Pre-Feasibility Studies For The Entrance Channel Widening and Deepening, Island View Basin Pier 1 Container Terminal, Infill DCT Basin and New Maydon Wharf Container Terminal For The Port of Durban				
MEETING #	001				
VENUE	Transnet National Ports Authority, Queens Warehouse, 2 nd Floor, Queen Elizabeth Boardroom				
DATE	08 April 2024 @ 12h30				
ATTENDEES	Gus Hojem Shalin Naidoo Mpilo Mbambisa Charl Kruger Venencia Bradley Tifflin Sthe Ndawo Akhona Ndamase Sumaya Christson Victor Neto Patricia Nathaniel David McGillewie Pravesh Lognath	PRDW South Africa Afrishe Mgt Consulting Hatch Pty Ltd Nemai TMS Consulting Engineers OSC Marine Group Morad Consulting VZ Coatings SRK Consulting Worley WSP ZAA Engineering Projects Zutari	Siya Alvin Singama Selvan Pillay Ndumiso Zikhali Johnny Mokheseng Rajan Chetty Rory Torr Winston Ponsamy Thuthukile Sibeta Nitesh Jithoo Andy Wille Nokwanda Buthelezi	Etilweni Pty Ltd TNPA TNPA TNPA TNPA TNPA TNPA TNPA TNPA Ingerop SA Chiefton Facilities Mgt Nyeleti Consulting	
MINUTE	DESCRIPTION OF DISCUSSION			ACTION	DUE BY
1.	WELCOME & INTRODUCTIONS				
1.1	Welcoming of everyone present and the Transnet Team was introduced.				
2.	SAFETY TOPIC				
2.1	Safety briefing				
	<div><div>PROCEDURE</div><div><div>FIRE EMERGENCY</div><div></div></div><div><div>EVACUATION PROCEDURE</div><div></div></div><div><div>MEDICAL EMERGENCY</div><div></div></div></div> <td><div><div>The person discovering the fire must notify the Emergency Co-ordinator. When the alarm is heard terminate all activities</div><div>The Evacuation Officer will order the evacuation. Remain calm and terminate all activities.</div><div>Remain calm</div></div></td> <td><div><div>Remain calm but alert. Close all doors and windows. Switch off all electrical equipment and turn off mains. Do not risk your own life. Remember the fire procedural drill and evacuation routes and assembly point.</div><div>Immediately proceed with the Evacuation procedure. Follow the instructions of the Evacuation Officer</div><div>Notify the First Aid Officer and Emergency Co-ordinator immediately. Report the injury immediately to the Safety Officer for on spot investigation.</div></div></td> <td><div><div>Avoid smoke filled areas. Follow the instructions of the Emergency personnel. Only evacuate once the evacuation alarm is sounded. Be alert for falling burning objects. Cover your head and body</div><div>Do not make unnecessary attempts to retrieve or fetch personal belongs or valuables. Follow direction pointers to Emergency Exit.</div><div>Call Emergency services if situation dictates or instructed to do so.</div></div></td> <td><div><div>Walk briskly, but do not run. Assist guests, visitors and the disabled. Assemble at the predetermined point for roll call. Do not return to the building unless instructed to do so</div><div>Walk briskly, but do not run. Assist guests, visitors and the disabled. Assemble at the predetermined assembly point for roll call. Do not return to the building unless instructed to do so. Do not give any information to anybody (press) except the Emergency Co-ordinator and his team.</div><div>Ensure that the area, equipment or machine, which resulted in the injury to the person, is isolated from interference until the investigation has taken place.</div></div></td>	<div><div>The person discovering the fire must notify the Emergency Co-ordinator. When the alarm is heard terminate all activities</div><div>The Evacuation Officer will order the evacuation. Remain calm and terminate all activities.</div><div>Remain calm</div></div>	<div><div>Remain calm but alert. Close all doors and windows. Switch off all electrical equipment and turn off mains. Do not risk your own life. Remember the fire procedural drill and evacuation routes and assembly point.</div><div>Immediately proceed with the Evacuation procedure. Follow the instructions of the Evacuation Officer</div><div>Notify the First Aid Officer and Emergency Co-ordinator immediately. Report the injury immediately to the Safety Officer for on spot investigation.</div></div>	<div><div>Avoid smoke filled areas. Follow the instructions of the Emergency personnel. Only evacuate once the evacuation alarm is sounded. Be alert for falling burning objects. Cover your head and body</div><div>Do not make unnecessary attempts to retrieve or fetch personal belongs or valuables. Follow direction pointers to Emergency Exit.</div><div>Call Emergency services if situation dictates or instructed to do so.</div></div>	<div><div>Walk briskly, but do not run. Assist guests, visitors and the disabled. Assemble at the predetermined point for roll call. Do not return to the building unless instructed to do so</div><div>Walk briskly, but do not run. Assist guests, visitors and the disabled. Assemble at the predetermined assembly point for roll call. Do not return to the building unless instructed to do so. Do not give any information to anybody (press) except the Emergency Co-ordinator and his team.</div><div>Ensure that the area, equipment or machine, which resulted in the injury to the person, is isolated from interference until the investigation has taken place.</div></div>

3.	Project Overview / Background		
3.1	<p>Background</p> <p>To improve its service offering, TNPA will undertake critical projects to create the necessary port capacity ahead of demand. The KwaZulu-Natal Logistics Hub (KZN-LH) Programme has been created within TNPA to focus on the delivery of these critical projects in the Durban and Richards Bay Ports. Some of the key projects for the Programme include:</p> <ul style="list-style-type: none"> ▪ New Navy Base and Satellite Station ▪ New Container Terminals ▪ Expansion of Dry Bulk Facilities & New Dry Bulk Terminals ▪ New LNG Terminal ▪ Road and Rail upgrades ▪ Entrance Channel expansions <p>The Programme will roll out a significant number of projects in the coming years. These particular projects have varying levels of development stages when measured against the different project phases within the Transnet Project Lifecycle Process (PLP). A significant number of projects require pre-feasibility studies to be completed in the short term.</p>		
3.2	<p>Objectives</p> <p>The primary objective of the project is to conduct a pre-feasibility study for the expansion of the Durban Entrance Channel, Island View Basin, Pier 1 Container Terminal, Infill DCT Basin, and Terminal Layout for the Maydon Wharf Container Terminal. Additionally, specialist studies will be carried out on the deepening of the Maydon Wharf channel which will contribute to the ongoing Maydon Wharf Channel study.</p>		
3.3	<p>The objectives of the Services are as follows:</p> <ul style="list-style-type: none"> a) Provide a new cost effective widened and deepened entrance channel for the Port of Durban to accommodate larger vessels. b) The Bluff Turning Basin might be impacted by the entrance channel deepening and widening therefore the impact should be assessed. c) Expansion of Pier 1 container terminal to a capacity of 3,6m TEUs, construction of Berths and infilling using both dredged and imported material. The Navy station situated at Salisbury Island will be relocated; however, this package has been excluded from this project. d) Infill DCT basin using both dredged and imported material to create an additional berth and increasing terminal capacity to 4,4m. TEUs. e) Maydon Wharf Container Terminal Layout increasing terminal capacity to 1,6m TEU's. f) Conduct specialist studies only for Maydon Wharf Channel Deepening to determine the impact of larger vessels on moored vessels at the Maydon Wharf berths. g) Allow safe navigation into the Port at all times during the construction of the new entrance channel and all other construction work taking place simultaneously. h) Port navigational studies: Safe navigation to the various port precincts. i) Minimise environmental impacts. j) Reduce port congestion during construction and post construction. k) Satisfy Stakeholder requirements. l) Evaluation of existing e-navigation technologies and introduce new technologies where necessary. 		

4.	Technical		
4.1	<p>The Scope of Works includes the following:</p> <p>The scope of this pre-feasibility study shall solely focus on Entrance Channel Widening and Deepening, Navigational Studies, Pier 1 Container Terminal Phase 1 & 2, Infill DCT Basin, and Terminal Layout for the New Maydon Wharf container Terminal.</p> <p>Pre-feasibility studies herein will consider the widening and deepening of the existing entrance channel to the Port of Durban. The study will investigate various options for the new entrance channel keeping in mind the spacial restrictions and climate changes.</p> <p>This study considers pre-feasibility development for the following projects:</p> <ul style="list-style-type: none"> • Entrance Channel Widening and Deepening • Pier 1 Phase 1 Container Terminal • Infill DCT Basin • Pier 1 Phase 2 Container Terminal • New Maydon Wharf Container Terminal – Landside terminal development <p>For navigation, the impact on the current aids to navigation need to be investigated to understand the suitability and any upgrades required should the channel be expanded. The possibility of installing luminous range leading lights and leading lights that are capable of measuring distance need to be explored. The project will also include the navigational studies for the entire port to ensure that the expansion considers any impact. To initiate this development, TNPA will require pre-feasibility design studies to be undertaken.</p> <p>The <i>Consultant</i> shall mobilise, undertake and complete the pre-feasibility Study for the Durban Entrance Channel Expansion, Island View Channel, Pier 1 container terminal, Infill DCT Basin and also undertaking specialist studies on the Maydon Wharf Channel deepening and looking at the suitability of the proposed New Maydon Wharf Container Terminal.</p>		
5.	Commercial		
5.1	<p><u>Communications</u></p> <ul style="list-style-type: none"> • All communications whether general, commercial or technical to go via the following email address: tenderenquiriespdu@transnet.net, attention Thuthukile Sibeta (contact details in tender document). • Last day for questions – Five working days before the closing date <p>Tender Closing date: 29 April 2024, Monday at 16h00pm (SAST).</p>		

5.2	<p>Uploading Submissions</p> <ul style="list-style-type: none"> • The Transnet e-Tender Submission Portal can be accessed as follows: • Log on to the Transnet eTenders management platform website. • (https://transnetetenders.azurewebsites.net) <p>A detailed step by step process on how to upload the tender documents is included in the tender document.</p> <p>Tenderers are encouraged to upload their tender submissions a day before the closing date to prevent issues which they may encounter.</p>		
5.3	<p>Evaluation Methodology</p> <ol style="list-style-type: none"> 1. Attendance at the clarification meeting. Tenderers are to include the signed off Proof of Attendance Certificate with their Tender. 2. Functionality, the minimum points are 70 points. The details are stated in the attached presentation. 3. Specific Goals: The details are stated in the attached presentation. 4. Price and Specific Goals <p>NB: It was highlighted that an addendum will be uploaded under specific Goals Evidence. A sentence that reads as follows "A certified ID copy or ID documents of the owners which are 30% or more owned by black women" was excluded in the RFP as the evidence.</p>		
5.4	<p>Contract Data</p> <p>NEC3 PSC</p> <ul style="list-style-type: none"> • Option A • W1 Dispute resolution procedure <p>Secondary Options:</p> <ul style="list-style-type: none"> - X1: Price adjustment for inflation - X2: Changes in the law - X7: Delay damages - X9: Transfer of Rights - X10: Employer's Agent - X11: Termination by the Employer - X13: Performance Bond - X18: Limitation of Liability - Z: Additional conditions of the contract 		
5.5	Start Date: 03 July 2024		
5.6	Completion Date for the Whole of the Works: 02 November 2026		
6.	Technical Evaluation Schedules		
6.1	Each discipline discussed the evaluation requirements for their specific discipline.		

	Pre-Qualifying Quality Criteria	Total Number of points		
	Management and CV's	40		
	Approach Paper/ Method Statement	30		
	Project Organogram/ Organisation Structure	10		
	Previous experience	10		
	Programme	10		
	-Refer to Presentation for full details.			
7.	QUESTION AND ANSWERS			
7.1	<p>Technical – Scope of Work and Contract</p> <p>Preliminary Design Work</p> <p>Q - What is the extent of the design, does it include quay walls, dredging and revetments?</p> <p>A – It's a pre-feasibility study and the design is high level. The type of structure will be mentioned but not designed in detailed.</p> <p>High level layout and costing and design basis</p> <p>Q- Is Multi criteria analysis (MCA) on layout or quay walls?</p> <p>A – Maydon Wharf quay is set but however the MCA can be undertaken on the terminal layout.</p> <ul style="list-style-type: none"> - Infill is set and will follow the Pier 2 alignment. - Pier 1 phase 1 & 2 outline or alignment will change, therefore options must be considered. <p>Design Vessels</p> <p>Q- Design Vessels – Does Transnet provide or the Service Provider</p> <p>A – Design vessel for Maydon Wharf will be made available</p> <ul style="list-style-type: none"> - Pier 1 design vessel will also be shared which is similar to the Point Container terminal design vessel and Entrance Channel. <p>Geotech</p> <p>Q- How up to date is the Geotech</p> <p>A – Latest was entrance channel which was done in 2010</p> <ul style="list-style-type: none"> - Pier 1 and 2 was also undertaken thereafter. - Latest soundings will be shared - Landslide surveys are available and will be shared <p>Ventilation Tunnel</p> <p>Q – Will the information on the ventilation tunnel be made available</p> <p>A – It's a Municipal tunnel but information is available</p> <p>Q – Pricing schedule only mentions MCA for Entrance channel,</p> <ul style="list-style-type: none"> - MCA will be done on each of the projects that are listed in the scope of services. <p>Part C1, C1.2 Contract Data by Consultant</p> <p>Q – Under Contract Data Z 7.1 clause, are the tenderers to provide this</p> <p>A – Clause Z 7.1 is one of the standard additional clauses but is not applicable for this contract.</p>			

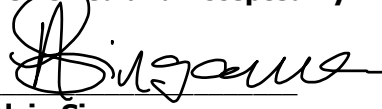
7.2	<p>Additional Information</p> <p>Q – What other information that informed the scope can be shared, e.g survey etc.</p> <p>A – A study was undertaken that came up with the terminal capacities. The purpose of this study is to validate whether the capacities are correct and to ensure that adequate infrastructure is made available to cater for the proposed capacity.</p> <p>Q – Is experience from outside the country acceptable</p> <p>A -Yes, it's acceptable as long as its scope related</p> <p>Evaluation Schedules</p> <p>Previous Experience Requirement</p> <p>Q- Can the Employer consider increasing the years of experience to 15 years</p> <p>A – This request must be put in writing and Transnet will respond formally</p> <p>Organogram</p> <p>Q – In the organogram it says, maximum points will be scored if there are females.</p> <p>A – Yes, but it's not based on any percentage</p> <p>Tendering Procedures</p> <p>Tender Extension</p> <p>Q - Will there be tender extension if a request is issued?</p> <p>A – No extension will be entertained without good cause shown</p> <p><u>Specific Goals (20 out of 100)</u></p> <p>It was explained that tenderers are not eliminated if they are not able to meet the minimum criteria for the specific goals. They will be tested for each specific goal i.e.</p> <ul style="list-style-type: none"> - B-BBEE Status Level 1 and 2 contributor (10 points) - 30% Black Women owned Entities (10 points) <p>Q- Will the points be allocated if the company owns 20% or less instead of 30%.</p> <p>A - No, the requirement is 30% or more if it's less than 30% no points will be allocated, zero score.</p> <p>Q- In a case where you are subcontracting with a 100% BWO, will any points be allocated?</p> <p>A – No, the requirement is applicable to the main contractor</p> <p>General</p> <p>It was emphasised that all questions be submitted in writing including the ones that were asked during the meeting.</p>		
8.	<p>Closing</p> <p>The meeting was closed with the signing of T2.2-02 Certificate of Attendance at the Tender Clarification Meeting</p>		

Compiled by:



**Thuthukile Sibeta
Procurement Officer
Transnet National Ports Authority**

Reviewed and Accepted By:



**Alvin Singama
Project Manager
Transnet National Ports Authority**

Attachments

- **Agenda**
- **Attendance Register**
- **Presentation**