

Transnet National Ports Authority
a division of
TRANSNET SOC LIMITED
(Reg. No. 1990/000900/30)

Briefing Note No. 03

28 July 2026

RFP REFERENCE NUMBER: TNPA/2025/10/0002/108333/RFP-REQUEST FOR PROPOSAL FOR THE APPOINTMENT OF A TERMINAL OPERATOR TO FINANCE, OPERATE, MAINTAIN, REFURBISH, AND/OR CONSTRUCT AND TRANSFER A LIQUID BULK TERMINAL INCLUDING BUNKERING AND RELATED SERVICES FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT THE PORT OF CAPE TOWN LIQUID BULK PRECINCT.

**PORT OF CAPE TOWN LIQUID BULK PRECINCT-RFP- NON-COMPULSORY BRIEFING
SESSION: 19 MAY 2026.**

TNPA, through this briefing note no. 2, wishes to share and advise bidders on the following:

1. Briefing session presentation
2. Briefing session attendance register
3. Answers to questions that were raised during and after the briefing session.

Regards
Project Office

QUESTIONS & ANSWERS- REFERENCE NUMBER: TNPA/2025/10/0002/108333/RFP

No:	Clause number:	Topic:	Question(s):	Response(s):
1.	##	Plans	Considering the fact that the lines connected to TB1 and TB2 are down/decommissioned, how else can the product get to the terminal?	Receiving Cargo (Tanker basin 1 & 2) - Currently, the connections to aboveground pipelines are diverted through an interconnection with the adjacent site (ballast site), which is operated by the Incumbent Operator. - However, there is a viaduct that runs from the terminal (JBS site) to Tanker Basins 1 & 2, which has capacity for the installation of pipelines to enable the flow of product to and from the terminal. - Both Tanker Basins 1 & 2 would require Flexible Hose connection points to enable the discharge of Cargo. For the provision of Bunkers - Landing wharf is equipped with 8 [eight] bunker pits, for the provision of bunkers to vessels. These are supplied through an underground pipeline from the terminal (JBS Site) to the landing wharf tunnel. - Any future upgrades and/or enhancements to the underground pipelines will need to be replaced above ground as part of TNPA's phase-out plan, to ensure environmental compliance.
2.	45.1	Submission of bid response	There are annexures that are referred to in the pack; how do we complete them in PDF form?	Clauses 45, 46 and 55 of the RFP provide detailed information on how suppliers can register their information, log their intent to respond to bids and upload their bid proposals/responses onto the Transnet e-Tender Submission portal. Prospective Bidders are encouraged to use Adobe PDF to electronically complete the returnable document or to print, complete manually and scan into electronic copies to enable submission.



3.	45, 46 & 55		What is the required form of submission, i.e., how many hard copies and how many soft copies, and will there also be a site where we would have to upload our submission, and the size of files?	The bid responses must be submitted electronically using the Transnet e-Tender Submission Portal. Detailed information is provided under Clauses 45, 46 and 55 of the RFP on how suppliers can register their information, log their intent to respond to bids and upload their bid proposals/responses onto the system.
4.	2.72	Definitions and interpretations	Are Foreign partners accepted in a Joint Venture, and how is that going to be adjudicated?	- This is an open bidding process which recognizes a Bidder as any Company, Joint Venture, Consortium of Members or Special Purpose Vehicle formed (whether incorporated or unincorporated) that submits a Bid Response. Each bidder will be evaluated based on its formation as provided in its Bid Response. - For the avoidance of doubt, the RFP provides the definitions of a Bidder, Consortium, SPV, and there is specific reference to an Agreement to which Members are constituted in accordance with, which could either be a consortium, Joint Venture or Special Purpose Vehicle Agreement. Therefore, reference to a Member that does not form part of any Consortium, Joint Venture, or Special Purpose Vehicle (SPV) Agreement cannot be recognized and scored.
5.	64.2	Risk	Which Project risks concern TNPA most at this stage?	- At this stage of the project, TNPA has undertaken a comprehensive internal risk assessment process in line with its governance frameworks and project development protocols. This process includes the identification, evaluation, and mitigation of potential strategic, operational, financial, and regulatory risks associated with the project. Appropriate mitigation measures have been developed and are actively being managed through TNPA's internal controls and oversight structures, including relevant committees and approval bodies. - However, the provisions of Clause 1.2 of the RFP require that a prospective Bidder must make his/her/its own independent assessment of the Project after making such investigation and

				taking such professional advice as deemed necessary, to make a competitive Bid Response.
6.	##		What is the Condition of the tanks and when was the risk assessment last conducted?	- TNPA has provided Annexure G of the RFP, which contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - Prospective Bidders are encouraged in Clause 1.2 of the RFP to undertake their own independent assessment of the Project to prepare and submit a competitive Bid Response.
7.			Where does that pipeline run from?	Receiving Cargo (Tanker basin 1 & 2) - There is a viaduct that runs from the Facility (JBS site) to Tanker Basins 1 & 2 (Liquid Bulk Loading Berths), which has capacity for the installation of pipelines to enable the flow of product to and from the Facility. - Both Tanker Basins 1 & 2 would require Flexible Hose connection points to enable the discharge of Cargo. Providing Bunkers (Landing Wharf) - Landing wharf is equipped with 8 [eight] bunker pits, for the provision of bunkers to vessels. These are supplied through an underground pipeline from the facility (JBS Site) to the landing wharf tunnel. - Any future upgrades and/or enhancements to the underground pipelines will need to be replaced above ground as part of TNPA's phase-out plan, to ensure environmental compliance.

8.	##		How does the RFP accommodate the bidders with less financial muscle?	To ensure fairness and a competitive process as per Section 56(5) of the National Ports Act, TNPA will evaluate each Bidder's financial capability according to the provisions of Clause 64.3 of the RFP.
9.	##		Does TNPA have a definitive list of licences and permits?	- Clause 5.3 of the RFP advises Bidders to be fully conversant with all Regulations and Tariff methodologies relevant and applicable to the Project and the handling of Liquid Bulk Cargo, as the appointed Bidder (Terminal Operator) will be required to comply with these Regulations and will accordingly be required to, on its own, obtain all the necessary consents. - However, Clause 5.2 of the RFP provides a non-exhaustive list of the required approvals and licenses (if applicable) to enable the Project.
10.	##		What is the condition of the Tanks and the Bund wall, and is it in compliance with the required specification in case of spillage?	- TNPA has provided Annexure G of the RFP, which contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - The facility is being operated in compliance with applicable legislation and industry regulations.
11.			Is there a risk of contamination, based on the environmental assessment?	There are ongoing assessments and reports submitted by the Incumbent Terminal Operator to TNPA, the Department of Forestry, Fisheries and the Environment (DFFE), and other Competent Authorities, which have not revealed any adverse issues/discoveries on the site. However, the provisions of the National Environmental Management Act 107 of 1998, with respect to the "Polluter Pays Principle," would still be applicable and enforceable where there is contamination by the Incumbent Terminal Operator.



12.		Environmental Management and safety	Was a conditional assessment done a long time ago, and when was the last pipeline inspection (NDT/UT) conducted and what were the findings?	- TNPA has provided Annexure G of the RFP, which contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - However, TNPA also performs yearly oversight and audits to check compliance. DFFE and other Competent Authorities also undertake their own assessments, which have not revealed any adverse issues/discoveries on the site.
13.			Will TNPA provide: - Environmental baseline studies, - Soil contamination reports, - Groundwater assessments?	These reports will be shared with the Preferred Bidder at the TOA contracting stage.
14.			- Transition agreement: Who's responsible during the period? - Do you hand over equipment?	- The Incumbent Terminal Operator shall be responsible for operations during the Transition Agreement until the Terminal has been fully handed over to the incoming Terminal Operator, to ensure that there are no interruptions to Operations at the Terminal as indicated in Clause 8 of the RFP. - The Current Terminal Equipment is owned by the Incumbent Terminal Operator, and the Preferred Bidder may purchase same as provided in Clause 4.2.3.7 of the RFP.
15.			- Bunker- why not other products on the RFP? - Structural failure, corrosion, or regulatory non-compliance?	- The RFP is open for any petroleum products including but not limited to what is provided in Clause 2.24. Over and above that, the RFP also gives provision for alternative bids to be provided by the Bidders for other compatible products. Clause 4.2.2. of the RFP provides an overview regarding the current operation and salient features of the site/facility, including the existing equipment and infrastructure.

				- TNPA has also provided Annexure G of the RFP, which contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - The Bidders must also undertake their own independent assessment of the Project as provided for in Clause 1.2 of the RFP.
16.			How old is the terminal and how many terminal operators have had it in that tenure?	The terminal has been operational since 1992 and had one terminal operator.
17.			Will Transnet be able to provide engineering reports: Maintenance history, inspection certificates, tank integrity reports, corrosion reports?	Annexure G of the RFP contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - Any commercially sensitive information submitted by existing Terminal Operators to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and, as a result, the requested information cannot be shared with third parties. - Therefore, as guided by the provisions of Clause 1.2 of the RFP and the nature of a competitive bidding process, the onus is on a prospective Bidder to make his/her/its own independent assessment of the Project after making such investigation and taking such professional advice as deemed necessary, to make a competitive Bid Response.
18.			Can the tanks be used for other refined petroleum products other than Marine fuels.	The RFP is open for any petroleum product including but not limited to what is in Clause 2.24. Over and above that, the RFP also gives provision for alternative bids. Bidders are encouraged to undertake their own independent assessments as provided in Clause 1.2 of the RFP.



19.	5.2	Project scope and description	- Does TNPA assist with approvals? - Are NERSA licences already in place? - Are there customs/excise licensing requirements - What petroleum handling licences are required?	Clause 5.3 of the RFP advises Bidders to be fully conversant with all Regulations and Tariff methodologies relevant and applicable to the Project and the handling of Liquid Bulk Cargo, as the appointed Bidder (Terminal Operator) will be required to comply with these Regulations and will accordingly be required to, on its own, obtain all the necessary/ applicable consents, approvals, and/or licences.
20.			- Who will appoint 3rd party safety practitioners? - When will the appointment of 3rd party safety practitioners be announced? - Will the appointment of 3rd party safety practitioners be by: - Open public tender? - Invited tender?	The RFP does not require appointment of third-party safety practitioners, and may require appointment by the Preferred Bidder at TOA contracting stage and shall be negotiated on the conclusion of the TOA.
21.			- I was hoping that we could have a short Teams call where we could get some answers to some initial questions we have about the opportunity. - They mainly revolve around gaining a better understanding of the current site operator and the commercial activity that is currently taking place at the site. - Do you have any time next week for this discussion? - Alternatively, if you would prefer that we ask these questions another way, let me know.	- To ensure transparency, pursuant to the Briefing session, TNPA shall receive all questions in writing and shall provide responses in the form of briefing notes which shall be uploaded to the tender portal for all prospective Bidders. Bidders are therefore encouraged to regularly monitor the portal for updates and responses. - Please see Clauses 40 and 41 of the RFP which provide a guide regarding communication about this Project and the submission of clarification requests; bidders are advised to utilise Annexure V (RFP Clarification Request Form).



22.			Please provide product import/export (i.e. receipt and delivery) volumes through the terminal for the last 3 years by product and date?	This is confidential information of the Incumbent Terminal Operator and any commercially sensitive information submitted to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and provisions of the commercial contracts concluded with such Terminal Operators; as a result, the requested information cannot be shared with third parties. Bidders are encouraged to undertake their own independent assessments as provided in Clause 1.2 of the RFP.
23.			Please confirm whether the site is currently operational. If not, when was it closed?	The site is currently operational.
24.			Please confirm whether there are active commercial contracts at the terminal. If so, how long are these active for (i.e. when are they due to expire)?	Please note that TNPA is unable to provide a response to this question as any commercially sensitive information submitted by existing Terminal Operators to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and provisions of the commercial contracts concluded with such Terminal Operators; as a result, the requested information cannot be shared with third parties.
25.			Is there existing staff working at the terminal? If so, please provide an organisational chart.	The Terminal is currently being operated by the Incumbent Terminal Operator, and such confidential information is owned by the Incumbent Terminal Operator and cannot be shared by TNPA.
26.			- We would like to kindly request that it would be possible to schedule a site visit next week, any time after 03 June 2026, at your convenience. - The importance of this visit is that we have appointed technical experts who need to assess the site conditions and obtain a better understanding of the project requirements.	- On 19 May 2026, TNPA facilitated a non-compulsory briefing session and site visit, with the expectation that all prospective bidders would attend in the interest of ensuring a fair and transparent process. Accordingly, TNPA will not accommodate further requests for site visits at this stage. Any bidder seeking access to the site may independently arrange this with the incumbent terminal operator, without TNPA's involvement or presence. - All questions raised during the briefing session, as well as those submitted thereafter, and the responses thereof will be

			- This visit will assist greatly in ensuring accurate planning, technical evaluation, and overall project execution. Kindly advise on a suitable date and time for the visit. - If you could also send me the RFP Briefing Session that was recorded on the 19th of May 2026.	compiled and uploaded to the tender portal under this project as briefing notes.
27.			Under the criteria "Experience and Track Record"- please advise if individual employee experience will count and be scored or does it have to be company level experience.	Clause 28 of the RFP (Bidders' Experience and Capacity) provides a comprehensive account of TNPA's expectation, with respect to Experience and capacity, including the fact that the prospective Bidders (and/or their individual Members, as the case may be) should have a proven track record of successfully executing projects of similar complexity and magnitude as the Project. - Please also note the definition of a Bidder and Member as provided in the RFP.
28.			- Mindful of the restrictions on bid participants being involved with more than one bid, please can TNPA confirm that a participant is permitted to both: (i) directly participate in a bid (as a bidder); and (ii) at the same time, negotiate terms for a potential customer agreement (e.g. throughput and storage agreement) with another bidder in respect of the JBS facilities, provided that when negotiating the terms for such customer agreement (which agreement may support their	- The Bidders shall ensure that no anti-competitive or collusive behaviour is displayed or engaged in by any person, Member, or advisor participating or involved with more than one Bidder. TNPA shall, at its discretion, be entitled to disqualify any Bidders whose Bid Response displays any anti-competitive or collusive behaviour. - Please see clauses 16.1.3, 30 and 38 of the RFP. Bidders are advised to adhere to the provisions of the RFP relating to anti-competitive behaviour and collusion.

			business case for such other bidder's bid) the participant does not provide any input into, or have any visibility of, the bid offer made by the other bidder.	
29.			Please provide Word versions of each of the annexures to the RFP, so that these can be amended by a bidder for the purpose of its bid submission as is requested.	- The RFP and the documents issued along with it have been vetted and saved in PDF format to protect the integrity of its content and safeguard against unauthorised alterations. - Prospective Bidders are encouraged to use Adobe PDF to electronically complete the returnable document or to print, complete manually and scan into electronic copies to enable submission. Clauses 45, 46 and 55 of the RFP serve as a guide for Prospective Bidders with respect to the requirements for the lodgement of their Bid responses.
30.			May a single legal entity submit a Standard Bid Response in its own name, or must an SPV / Project Company be incorporated prior to bid submission? (We note clauses 21.4.1 and 32.1 which refer to formation of a Project Company by a Preferred Bidder.)	- A Bidder may be any Company, Joint Venture Consortium of Members, or Special Purpose Vehicle (constituted in accordance with a written agreement), whether incorporated or unincorporated. Clause 21.4.1. and 32.1 refer to the contracting stage where TNPA and the appointed Preferred Bidder are concluding the Terminal Operator Agreement, and it is at that stage that the SPV/ Project Company will be required to be incorporated. Please also note the definition of an SPV in clause 2.108 of the RFP.
31.			Please confirm whether there are any other material legal/corporate conditions specific to single-company bidders that we should address in our Bid Response.	The Bidders are required to undertake their own independent assessment of the Project and take such professional advice as deemed necessary, to ensure that the Bidder submits a fully

				informed and competitive Bid Response, please see Clause 1.2 of the RFP. Please note that Clause 32 of the RFP provides for the legal personality of the Bidder and any changes thereof, so each Bidder will be solely responsible for satisfying itself with respect to all the legal requirements for the Project and as to the legal requirements applicable to the Project and the Project Company as specified in this RFP.
32.			Can you confirm whether the site is asbestos free, as during the site walkabout it looked as if the warehouse building was asbestos clad.	The warehouse building was constructed long ago, and some of the construction material used does contain asbestos (such as the cladding).
33.			- Please confirm if TNPA will accept amendments to the Mandatory Returnable Documents (for example, amendments to the NDA and knowledge qualifiers to the Declaration of Interest)? - If amendments can be accepted, to the proposed amendments need to be raised with TNPA for confirmation prior to submission?	- The RFP and the documents issued along with it have been vetted and saved in PDF format to protect the integrity of its content and safeguard against unauthorised alterations. - TNPA will not accept any alterations to the critical documents issued with the RFP, particularly as it relates to documents issued for the purpose of the bidder accepting the conditions of the RFP and making the necessary disclosures and declarations.
34.			Who currently operates the terminal?	As indicated in the briefing session and during the site walkabout, the Incumbent Operator of the Terminal is Astron Energy.
35.			Is the terminal fully operational at present?	The terminal is currently operational.
36.			What is the current annual throughput of the terminal?	The provisions of Clause 1.2 of the RFP, and the nature of a competitive bidding process requires that a prospective Bidder must make his/her/its own independent assessment of the Project after making such investigation and taking such

				professional advice as deemed necessary, to make a competitive Bid Response. Customers, Volumes and Storage data Any commercially sensitive information submitted by existing Terminal Operators to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and provisions of the commercial contracts concluded with such Terminal Operators; as a result, the requested information cannot be shared with third parties.
37.			- What products are currently being handled at the terminal? - Is it limited to MFO/MGO, or are other petroleum products also expected to be handled?	- The RFP is open for any petroleum products including but not limited to what is provided in Clause 2.24. Over and above that, the RFP also gives provision for alternative bids to be provided by the Bidders for other compatible products. - Bidders must undertake their own independent assessments of the Project after making such investigation and taking such professional advice as deemed necessary, to make a competitive Bid Response as provided in Clause 1.2 Clause 4.2.2. of the RFP also provides an overview of current operation and salient features of the site/facility including the existing equipment and infrastructure.
38.			Is the fuel currently being imported and sold to local customers through the terminal?	The Terminal is being operated by the Incumbent Terminal Operator and questions relating to the customers in the terminal are commercially sensitive information of the Incumbent Terminal Operator. Any commercially sensitive information submitted by existing Terminal Operators to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and provisions of the commercial contracts concluded with such Terminal Operators; as a result, the requested information cannot be shared with third parties.

				The Bidder is advised to undertake his/her/its own independent assessment of the Project as provided for in Clause 1.2 of the RFP.
39.			Who are the key customers currently utilizing the terminal?	- The Terminal is being operated by the Incumbent Terminal Operator and questions relating to the customers in the terminal are commercially sensitive information of the Incumbent Terminal Operator. Any commercially sensitive information submitted by existing Terminal Operators to TNPA, Competent Authority, and /or any other Regulatory Body is subject to the stringent confidentiality provisions of the law and provisions of the commercial contracts concluded with such Terminal Operators; as a result, the requested information cannot be shared with third parties. - The Bidder is advised to undertake his/her/its own independent assessment of the Project as provided for in Clause 1.2 of the RFP.
40.			Is fuel bunkering currently taking place at the terminal, or will this form part of the proposed concession?	The terminal is amongst the facilities providing Bunkers of varying grades and specifications to the customers, through the eight [8] bunker pits at Landing Wharf, including bunker barges.
41.			- What is the current condition of the terminal assets? - Could you please provide an overview of any refurbishment or rehabilitation works anticipated?	Annexure G of the RFP contains the condition assessment report of the site and associated terminal infrastructure that will assist a potential bidder to determine the site capabilities and assist the potential bidder to respond to the RFP. - The Bidders must undertake their own independent assessment and determine the required refurbishments which will be evaluated in accordance with clause 64.4.2.4 of the RFP.
42.			What expansion scope does TNPA envisage under the proposed concession?	The RFP in Clause 4.1.4. provides that the scope of the Concession is as follows: the Terminal Operator will be responsible for the operation and maintenance of whatever Terminal infrastructure, or any fixed improvements to the Project Site, which shall include but not be limited



				to, sheds, offices, ablutions, canteens, fencing, security systems, Terminal paving, bulk services, communication systems, lighting, substations, and general machinery, plant and equipment, as may be required to operate the Terminal.
43.			Who are the likely competitors in this process, and what competitive advantages do they possess, if such information can be shared?	The prospective Bidder is required to make his/her/its own independent assessment of the Project after making such investigation and taking such professional advice as deemed necessary, to make a competitive Bid Response.
45.			- We would like to kindly request the opportunity to conduct a site visit to the terminal. - We believe that an on-site inspection would greatly assist us in understanding the existing facilities, operational conditions, and future development potential. - We would appreciate it if you could advise whether a site visit can be arranged, together with any applicable procedures, available dates, or registration requirements.	On 19 May 2026, TNPA facilitated a non-compulsory briefing session and site visit, with the expectation that all prospective bidders would attend in the interest of ensuring a fair and transparent process. Accordingly, TNPA will not accommodate further requests for site visits at this stage. Any bidder seeking access to the site may independently arrange this with the incumbent terminal operator, without TNPA's involvement or presence.



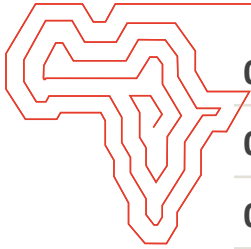
REQUEST FOR PROPOSAL FOR THE APPOINTMENT OF A TERMINAL OPERATOR TO FINANCE, OPERATE, MAINTAIN, REFURBISH, AND/OR CONSTRUCT AND TRANSFER A LIQUID BULK TERMINAL INCLUDING BUNKERING AND RELATED SERVICES FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT THE PORT OF CAPE TOWN LIQUID BULK PRECINCT.



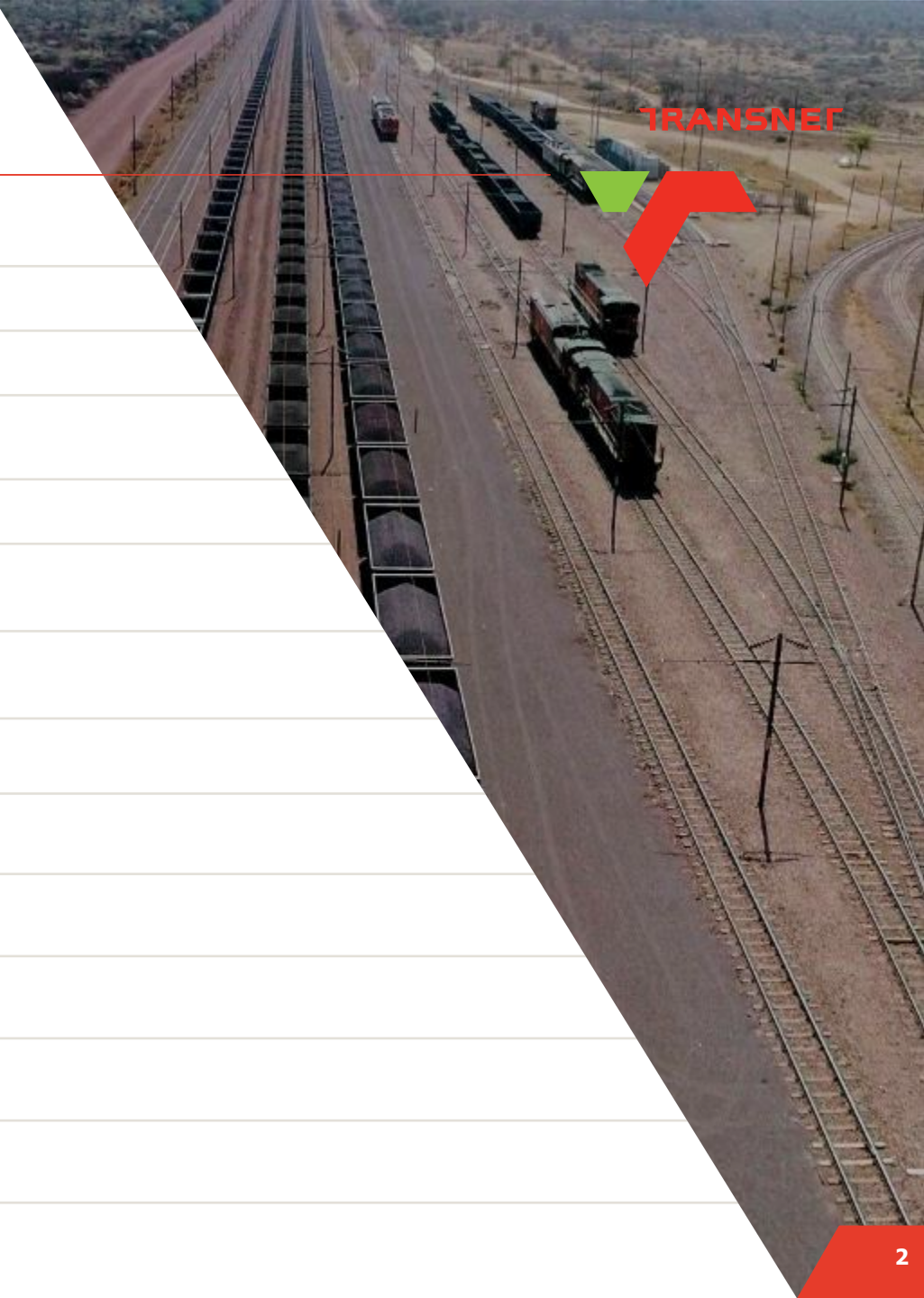
Purpose: Liquid Bulk RFP- Non-Compulsory Briefing

Date: 19 May 2026

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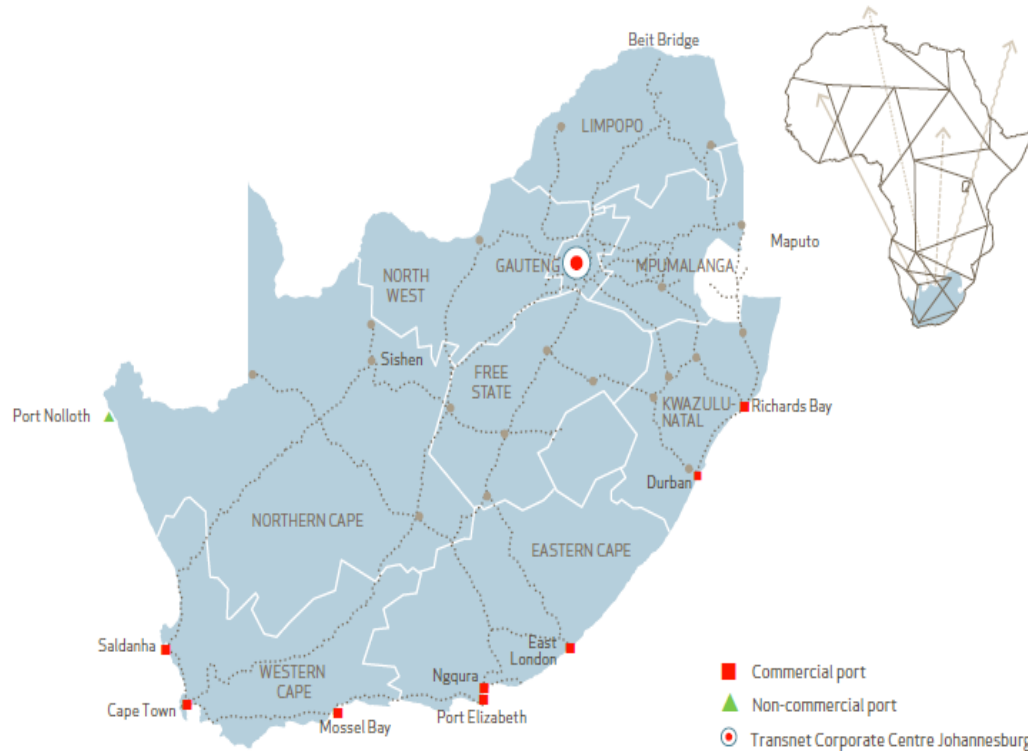


Transnet National Ports Authority (National Ports Authority or TNPA), an Operating Division of Transnet SOC Ltd, was established through the National Ports Act, No 12 of 2005 (the Ports Act) to be a landlord port responsible for the safe, efficient, and economic functioning of the national ports system, which it manages, controls, and administers on behalf of the State.

Section 11 of the Ports Act prescribes the core functions of the National Ports Authority as follows:

- To plan, provide, maintain, and improve port infrastructure;
- 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;
- To promote greater representation, in particular, to increase participation in port operations of historically disadvantaged people;
- To provide or arrange marine-related services, i.e., pilotage services, tug assistance, berthing services, dredging, and hydrographic services;
- To ensure that adequate, affordable, and efficient port services and facilities are provided, including regulatory oversight of all port activities;
- To provide aids to assist the navigation of vessels within port limits and along the coast.

TNPA At An Operational Level



At an operational level, the 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.

- The ports under the control of the National Ports Authority span the South African coastline, which measures approximately 2 800 km.
- The National Ports Authority's asset base consists of port land, basic port infrastructure, and marine fleet at the eight commercial ports.
- The TNPA manages port land of approximately 43,4 million m² and about 750 leases across the port system.

Port of Cape Town Precinct Layout

Aerial Overview

Figure 1: The aerial photograph below depicts the Port of Cape Town Precincts layout

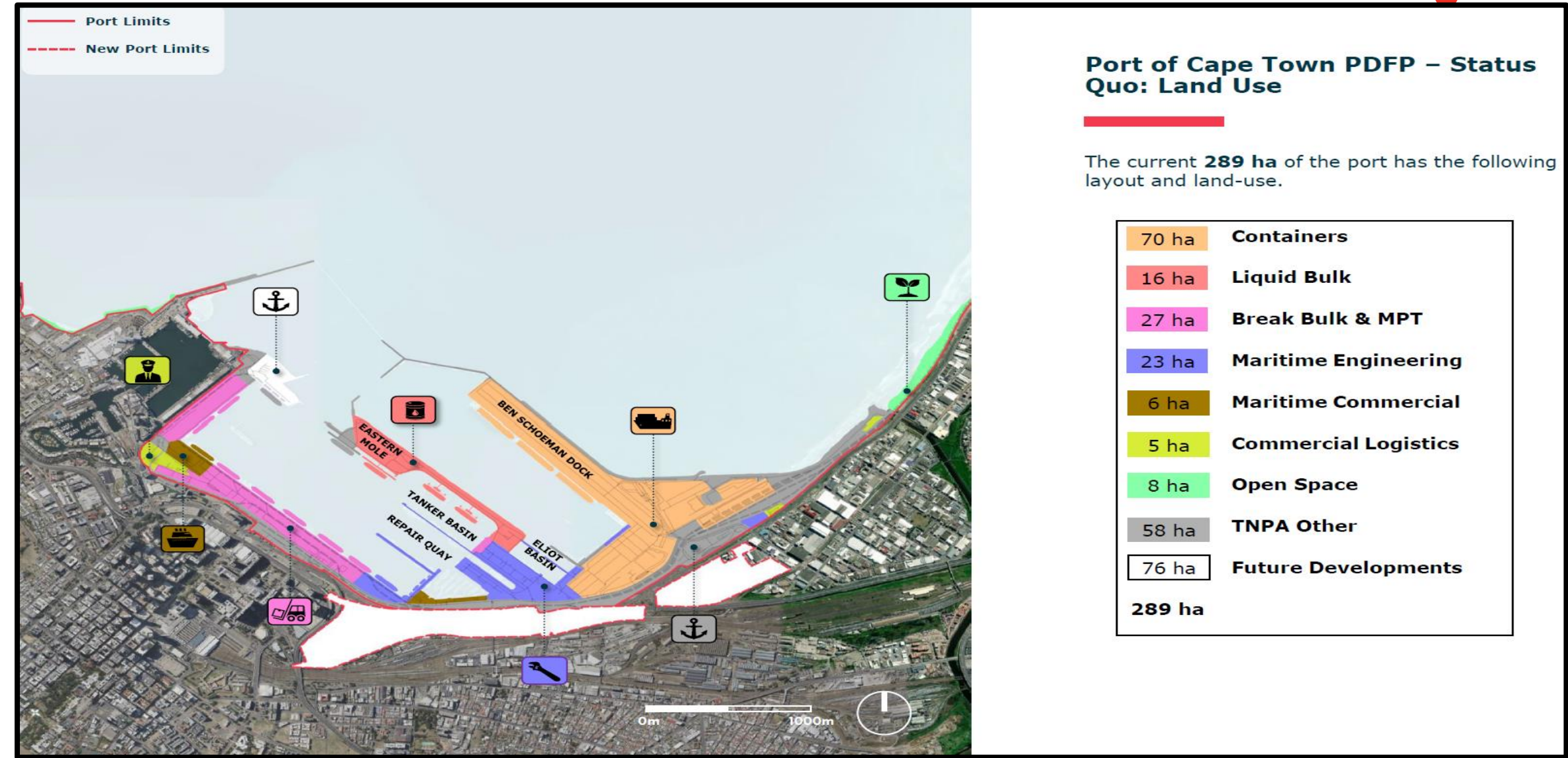


Port of Cape Town –Current Layout

Current PDFP state



Figure 2: The aerial photograph below depicts the current Port layout.



Project Site Overview:

Aerial Overview Salient features of the Joint Bunkering Services (JBS) site:



Project Site: PoCT Liquid Bulk Precinct	
Current Site Description	Erf 148 408
Extent (m ²) Tank Farm	11 738 m ²
Extent (m ²) Building, Land, Offices, and Parking	4,276.8 m ²
Envisaged Terminal Type	Liquid Bulk
Current number of Tanks	8 Tanks
Total Tank Capacity	44 430 m ³
Plant/ Site information	• 8 tanks (BA1, BA2, BA3, BA4, BA5, BA6, BA7, BA8) • Meter calibration horizontal tank • Inter-tank walkways • Tank bases and ring beams • Tank farm piping • Firefighting (piping, engine, pumps, and foam concentrate tanks) • Tank gauging equipment
Tank Capacity	• Marine Gas Oil (MGO) bulk storage (BA5, BA7, BA8) = 17 640 m³; • Marine Fuel Oil (MFO) bulk storage (BA1, BA3, BA4, BA6)= 26 600 m³ • Small tank BA2 with a capacity of 190 m³
Terminal Equipment	• Pump Slab (pumps, valves, air eliminator proving scale, Coriolis meters) • Separator area (Pumps and oil skimmers) • Berth to Terminal (Hoses, Hose Trailer, pipelines MGO & HFO)
Pipelines	• Approx. 4.673km of pipelines (different sizes)
Movable Assets Valuation Report	• R107,944,000.00
Common User Berth Access	• The JBS site was initially linked to tanker berths (1 & 2) (decommissioned pipeline) • Landing Wall - 6 bunker points





- TNPA intends to issue a Request for Proposal (RFP) to the market, for the possible appointment of a Terminal Operator to finance, operate, maintain, refurbish, and/or construct and transfer a Liquid Bulk Terminal including bunkering and related services for a twenty-five (25) year concession in accordance with section 56 (1) and (5) of the National Ports Act No.12 of 2005 ("the Act").
- Section 56 (1) of the Act 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 determined by TNPA, is authorized to:
 - design, develop, fund, construct, operate, maintain, and transfer a port terminal or port facility, or provide services relating thereto; and/or
 - provide any other service within a port designated by TNPA for this purpose.
- A draft Terminal Operator Agreement (TOA) is annexed Z to the RFP, to be negotiated and concluded with the preferred bidder after bid evaluation.

Consideration and Responsibilities of the Bidder



- In undertaking the concession, the terminal operator will be responsible for maintaining, upgrading, and developing all terminal infrastructure and fixed improvements required to operate under the concession, which shall include but not be limited to:
 - sheds, offices, ablutions, canteens, fencing, security systems, terminal paving, bulk services, communication systems, lighting, substations;
 - general machinery, plant, and equipment; and
 - other specialized quayside equipment, such as conveyors and cranes, may be required to operate the terminal.
- A twenty-five (25) year concession period is proposed, which shall be inclusive of twenty-four (24) months for the developmental period, where applicable.
- This is to allow the terminal operator sufficient time to recoup investment in infrastructure and terminal equipment.

Consideration and Responsibilities of the Bidder Cont..



- The site is a brownfield site, comprising offices, a workshop, tanks, a compressor, strategically located air and water points, site lighting, and CCTV.
- TNPA, within 30 days of the commencement of the transition period, develops the transition schedule in consultation with the TO, to set out the processes for the handing over of the Terminal, including the Terminal Infrastructure, and where applicable, the Handover Equipment.
- An asset condition assessment report is provided as **Annexure G** of the RFP.
- The Terminal Operator has the option to purchase movable Terminal Equipment on commercial terms if the incumbent TO chooses to sell during the transition period.
- The Terminal, including Terminal Infrastructure, will be handed over on a voetstoots basis, with Bidders responsible for verifying and validating specific Terminal elements for their Bid Response.
- TNPA will develop a transition schedule within 30 days of commencement of the transition period, in consultation with the Terminal Operator, to outline handover processes for the Terminal, Infrastructure, and, if applicable, Handover Equipment.
- Bidders must include maintenance plans for existing equipment in their Bid Responses.
- The successful Bidder will be responsible for obtaining all necessary approvals and licenses to ensure full compliance with relevant regulations.



Part I:

Part I (***General Requirements, Rules and Provisions***) of this RFP provides the general information to the Bidders and includes, inter alia:

- The glossary of terms detailing the defined terms used within this RFP,
- Explanation of and background to the RFP; and
- The Project.
- The scope of the Project, the structure and purpose of this RFP and the terms and conditions in terms of which each Bidder submits its Bid Response, including details regarding the format of each Bid Response.

Part II:

Part II (***Qualification Criteria***) of this RFP sets out the Qualification Criteria that must be satisfied by the Bidders.

- Bid Responses submitted in respect of this RFP will first be assessed on the basis of compliance with the Qualification Criteria.
- and
- Only if a Bid Response complies with the Qualification Criteria will it be evaluated in terms of Part III (Evaluation Criteria) of this RFP.

Part III:

Part III (***Evaluation Criteria***) of this RFP sets out the evaluation procedure and the Evaluation Criteria to be used by TNPA in evaluating those Bid Responses that have fulfilled the Qualification Criteria and have progressed to the Evaluation Criteria.

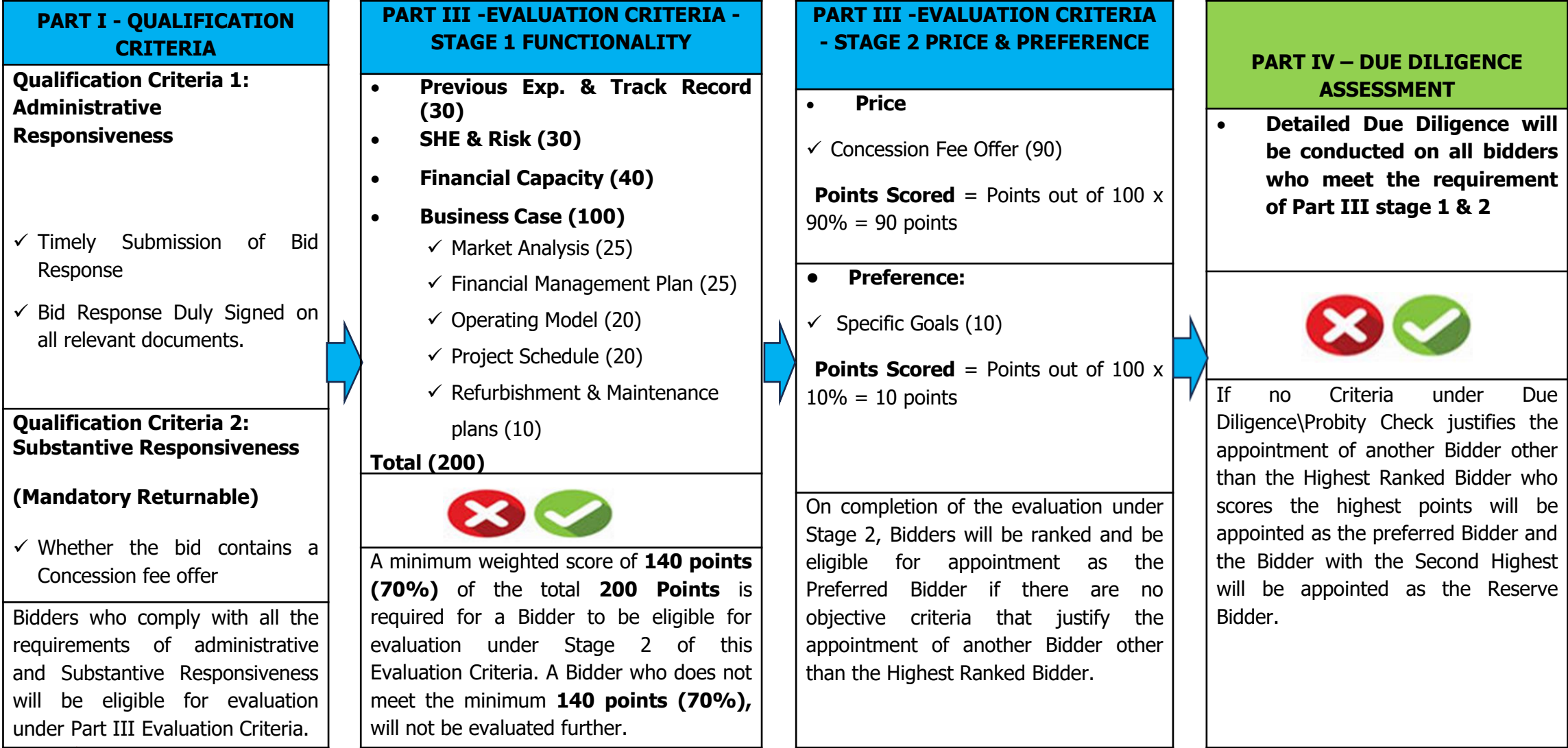
- The purpose of the Evaluation Criteria is to determine the relative rankings of those pre-qualified Bid Responses and select the Preferred Bidder.

Part IV:

Part IV (***Due Diligence***) of this RFP sets out the evaluation procedure and the Due Diligence criteria in evaluating those Bid Responses that have fulfilled the Evaluation Criteria and have progressed to the Due Diligence Criteria.

- A detailed Due Diligence Assessment will be conducted on all bidders who meet the requirements of Part III stage 1 & 2
- If no adverse finding under Due Diligence assessment and Probity Check justifies the appointment of another Bidder other than the Highest Ranked Bidder (Bidder who scored the highest points).
- The Bidder who scores the highest points will be appointed as the preferred Bidder, and the Bidder with the second highest points will be appointed as the Reserve Bidder.

Qualification and Evaluation Criteria





Transnet Preferential Procurement Policy (TPPP):

❑ The following preference points were allocated to selected specific goals in accordance with provision 5.7.14 of the TPPP policy:

SPECIFIC GOALS	NUMBER OF POINTS (90/10 SYSTEM)
B-BBEE Status Level of Contributor 1 or 2	3.00
The promotion of supplier development through subcontracting for a minimum of 30% of the value of a contract to/with EMEs and /or QSEs 51% owned by black people, youth, women (30% owned) or disabled people owned. For works/projects/activities/services to be undertaken during the developmental and operational phases throughout the concession period.	7.00
Non-compliant and/or B-BBEE Level 3-8 contributors	0.00



Transnet Preferential Procurement Policy (TPPP):

❑ Specific Goals Evidence:

SPECIFIC GOAL	EVIDENCE
B-BBEE Status Level of Contributor 1 or 2	B-BBEE Certificate / Sworn- Affidavit / B-BBEE CIPC Certificate (in case of JV, a consolidated scorecard will be accepted) as per DTIC guideline
The promotion of supplier development through subcontracting for a minimum of 30% of the value of a contract to/with EMEs and /or QSEs 51% owned by black people, youth, women (30% owned), or disabled people owned. For works/projects/activities/services to be undertaken during the developmental and operational phases throughout the concession period.	1. Proforma sub-contracting agreements and Declaration / Joint Venture Agreement 2. CIPC – B-BBEE Certificate / Sworn- Affidavit / B-BBEE CIPC Certificate as per DTIC guideline



Submission of Bid Responses

- Bid Responses in relation to the Bid Submission Date are to be submitted by no later than **16h00** Central African Time on **11 September 2026**.
- All Bid Responses and documents contained therein must be:
 - in a PDF format.
 - Properly indexed, readable, and capable of being electronically accessed.
- 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 onto the system.
- Bidders are advised to ensure that electronic bid submissions are made at least a day before the closing date to prevent issues that they may encounter due to their internet speed, bandwidth, or the size of the number of uploads they are submitting. Transnet will not be held liable for any challenges experienced by bidders as a result of the technical challenges. Please do not wait for the last hour to submit. A Bidder can upload 30 MB per upload, and multiple uploads are permitted.



Submission of Bid Responses

- The Transnet e-Tender Submission Portal can be accessed as follows:
 - Log on to the Transnet e-Tenders management platform website/ Portal (transnetetenders.azurewebsites.net);
 - Please use Google Chrome to access the Transnet link/site);
 - Click on “ADVERTISED TENDERS” to view advertised tenders;
 - Click on “SIGN IN/REGISTER – for a bidder to register their information (must fill in all mandatory information);
 - Click on “SIGN IN/REGISTER” - to sign in if already registered;
 - Toggle (click to switch) the “Log an Intent” button to submit a bid;
 - Submit bid documents by uploading them into the system against each tender selected; and
 - No late submissions will be accepted.
 - The bidder guide can be found on the Transnet Portal transnetetenders.azurewebsites.net.



Important Items to Note

Action items	Timeline
Issue of the RFP	04 May 2026
Non-Compulsory Briefing Session in Port of Cape Town	19 May 2026
Deadline for all questions and requests for clarification	01 September 2026
Bid Submission Closing Date	11 September 2026
All queries and requests for clarification in respect of this RFP shall be requested by way of Annex V (RFP Clarification Request Form) of this RFP, addressed, in writing, to the Project Officer.	The contact details of the Project Officer are the following: TNPA Project Manager: Port of Cape Town Email: tnpapoctliquidbulkrfp3@transnet.net

Important Items to Note

Section/Topic	Clause Reference:	Provision:			
39. Contact policy	39.1.	• All correspondence from a Bidder to TNPA shall be addressed to the Project Officer, shall be signed by the authorised representative of a Bidder, and shall be legally binding on the relevant Bidder. • All such correspondence must clearly indicate the name of the signatory, his or her position, and the name of the Bidder. • The Bidders may not contact or correspond with any person at TNPA, Transnet, or a Transaction Advisor, other than the Project Officer, in relation to the Project and or the RFP. • Bidders shall not be entitled to rely on any statements, information, or correspondence in respect of this RFP or the Project that is not made, given, or issued by the Project Officer and that is not contained in a Briefing Note.			
	39.2.	• Each Bidder shall give the Project Officer the name and contact details, in writing, of the person whom it appoints to undertake all contact with the Project Officer. It is each Bidder’s sole responsibility to ensure that all contact details provided to the Project Officer are correct in every respect, including details of email addresses and telephone numbers etc. • TNPA will not be held liable for the incorrectness of any contact details provided by Bidders. Any change to any details of that contact person shall be notified to the Project Officer in writing. TNPA shall be entitled, at its discretion, to disregard any communication from the Bidder that does not come from such contact person.			
	39.3	• All queries and requests for clarification in respect of this RFP shall be requested by way of Annexure U (RFP Clarification Request Form) of this RFP, addressed, in writing, to the Project Officer. The contact details of the Project Officer are the following: <table><tr><th>Area of responsibility</th><th>Contact</th></tr><tr><td>TNPA Project Manager: Port of Cape Town</td><td>tnpapoctliquidbulkrfp3@transnet.net</td></tr></table>	Area of responsibility	Contact	TNPA Project Manager: Port of Cape Town
Area of responsibility	Contact				
TNPA Project Manager: Port of Cape Town	tnpapoctliquidbulkrfp3@transnet.net				

Important Items to Note

Section/Topic	Clause Reference:	Provision:
39. Contact policy	39.4	No information or clarification in relation to the Project and/or the RFP may be requested by the Bidder, its Members, the Contractors nor any of its agents or advisors, or any person participating in the relevant Bid Response from any member of the Transaction Advisors (save for requests to the Project Officer), Transnet, the employees of TNPA or any other Government official who may be associated with the Project (other than the Project Officer or National Treasury), without the prior written consent of the Project Officer.
	39.5	If a Bidder, its Members, Contractors, agents, advisors, Lenders, or any other person participating in the relevant Bid Response make any such prohibited contact, TNPA reserves the right, in its discretion, to disqualify the Bidder, its Members, Contractors, agents, advisors, Lenders, or any other person participating in that Bid Response on the grounds of being in breach of this clause 39.1, from any further participation in the Project.
	39.6	The Bidders, their Members, Contractors, advisors, Lenders, or agents may not rely on any information provided to any of them outside of the scope of Clause 39.3 above.

TRANSNET



Thank you



Non-Compulsory Briefing Session Attendance Register – 19 MAY 2026

TNPA/2025/10/0002/108333/RFP-REQUEST FOR PROPOSAL FOR THE APPOINTMENT OF A TERMINAL OPERATOR TO FINANCE, OPERATE, MAINTAIN, REFURBISH, AND/OR CONSTRUCT AND TRANSFER A LIQUID BULK TERMINAL INCLUDING BUNKERING AND RELATED SERVICES FOR A TWENTY-FIVE (25) YEAR CONCESSION PERIOD AT THE PORT OF CAPE TOWN LIQUID BULK PRECINCT.

Company name	Name and surname	Physical Attendees
1. ASTRON	Keshni Moonshciny Suivin Van Bownel Shereka Hariram	Keshni.Moonshciny@astronenerenergy.co.za Suivin.VanBownel@astronenerenergy.co.za shereka.hariram@astronenerenergy.co.za
2. Protanks	Cornelius De Joy	cornelius@protank.co.za
3. SHADOBA	Sharon Genabe Sixolile Genabe	Sharon.Genabe@shadobatradinga.co.cz sixolilegenabe@shadobatrading.co.za
4. VITI (BCT)	Pearl Madondo	pem@vitti.com
5. Tabono	Piet Van de Mere	piet@tabono.com
6. Carbon Enenegy	Nev Moodley	neveraj@carbornenergy.an
7. Mulemba	Rudzani Mphoshomane	Rudzani73@gmail.com
8. Alfeco Holdings	Germaine Nair	Germaine.nair@alfecoholdings.com
9. Dentons	Ebrahim Solari	ebrahim.solari@dentons.com
10. Asanele Consultants (Pty)Ltd	Charlton Lee	charlton@asanele.co.za

11. Linsey Nambi	Dark Black	darkb@linseynambi.com
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15. Apex Commodity Traders	Karen Victor Greg Dakamela	karen@apexcommoditytraders.com greg@apexcommoditytraders.com
16. African Global Consortium AGC	Thabo Sefali	thabo@agcafrican.com
Company name	Name and surname	Online Attendees
1. National Pride Energies (Pty) Ltd	Lynn Jansen Van Rensburg. Lubabalo Gwintsa	admin@nationalprideenergies.co.za lgwintsa@nationalprideenergies.co.za
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5. Amafutha Fuel	Rekha Pillay	rekhachinna@gmail.com

6. Sinohydro Corporation Limited	Chloe Wang	wanglu@powerchina-intl.com
7. Africa Finance Corporation	Macdonald Munakamwe	macdonald.munakamwe@africafc.org
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10. Ditsilo Terminals	Mmete Petrus Fusi Yolande du Toit	mfusi@ditsilo.co.za ydutoit@ditsilo.co.za
11. National Pride Energies	Luyolo Thumana	luyolothumana@nationalpridenergies.co.za
12. Optima Advisors	Morne Bowers	morne.bowers@optimarsa.com
13. Solana-Capital	Ferhana Dickens	ferhana@solana-capital.com
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15. Independent Port Consultant	Nico Walters	nwalters156@gmail.com
16. CHANNEL CONSTRUCTION (PTY) LTD	Alesha Bundhoo	alesha@channelgroup.co.za
17. Terminal One Limited	Riaz Ahmad Khan	rak@terminalone.pk

18.Emkay Fuels T/A 700 SA Oil and Gas (Pty) Ltd	Nash Manyozo	nash@700sa.net
19.Astron Energy	Shaun Pienaar	Shaun.Pienaar@astronenergy.co.za
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