

**Durban Container Terminal Berths 203 to 205 Reconstruction, Deepening and Lengthening**  
**Clarification Register Rev.09**  
**TNPA/2023/08/0003/38950/RFP**

No.	Reference	Date Received	Clarification Required	TNPA Response
<b>PRE-TENDER CLARIFICATION MEETING QUERIES</b>				
1	Commercial	12/12/2023	<p>1. There is no detailed BOQ only a preliminary one, can the client send us the detailed BOQ or we should just use the current one for pricing?</p> <p>2. Can the client sent us the CAD format of all drawings as we need to redo the measurement?</p> <p>3. As this is a big and special tender, can the contractor use the international experiences from the same head office but different subsidiaries?</p>	<p><b>1. The Bill of Quantities does not apply to this contract. The contract is based on an Activity Schedule which was issued with the bid document. The tenderers shall price an Activity Schedule provided in the bid document.</b></p> <p><b>2. The drawings were shared in PDF and cannot be issued in CAD format. CAD software can import PDF drawings for measurement purposes.</b></p> <p><b>3. The tenderer's experience will be evaluated based on the actual work performed by the tenderer whether local or international. The experience to be provided shall be for the entity(s) responding to the bid.</b></p>
2	Commercial	15/01/2023	The last page of file "REQUEST FOR PROPOSAL (RFP)" mentioned there are A-I Annexures, but we didn't find these annexures in the downloaded files, please clarify.	<b>*Note: All outstanding Annexures have been uploaded on the National Tender Portal as well as the Transnet Portal.</b>
3	Commercial	16/01/2024	We kindly request an extension of the closing date by 3 to 4 weeks.	Tenderers shall substantiate their requests for extension of time for the Client to evaluate and consider the request.
4	Commercial	26/01/2024	1. Activity Schedule – Section G – Grane Rail: Item 109 refers: what does this payment item refer to?	<b>1. Item 109 should read: <i>Supply and install holding down bolts for sole plates including 2 No. off nuts, 1 No. off</i></b>



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			<p>2. Activity Schedule: Section A, Items 3 &amp; 20 and Section I, Items 156 &amp; 157 refer: Are these items not duplications?</p> <p>3. Activity Schedule: Section I, Item 159 refers: what does this item entail?</p> <p>4. Activity Schedule: Section A, Items 2 &amp; 28 (as per drawings issued) and Section J, Item 14 refer: are these items not duplications, and if not can we have an indication of footprint of the offices called for under Section J, item 14?</p> <p>5. Activity Schedule: Section A, item 15 and Section J, Item 13 refers: can we have an indication of the footprint and type of offices which must be accommodated in the site establishment area and moved between phases?</p>	<p><i>washer and 1 No. off nylon washer. Refer to addendum #2.</i></p> <p>2. Section A Item 3 to read: <i>Nameboards, Monthly progress photos, aerial photography, and timelapse videos, for all sites and operations including sand bank extension.</i> Section I 156 &amp; 157 to be deleted. Section A Item 20 remains valid. <b>Refer to addendum #2.</b></p> <p>3. Deleted, <i>Demolition of Berth 203</i>, as already included in Section B. <b>Refer to addendum #2.</b></p> <p>4. Section A, items 2 and 28 are related. Section J Item 14 is ICT (Information and Communications Technology) for the <i>Employer's</i> facilities not provided by the <i>Contractor</i>. Section J Provisional items are <i>Employer's</i> own discretionary amounts for own use.</p> <p>5. Refer part C3: Scope of Work. <i>Contractor &amp; Employers'</i> offices to be provided at Lot 10 and on Quayside.  Section A Item 15 relates to Contractor's relocating of the Quayside Offices at each Phase.</p> <p>Contractor makes own footprint allowance for their offices. Employers' requirement at Lot 10 are per drawings &amp; Quayside is one Park home 6 x 3 (20ft)</p>
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			<p>6. Activity Schedule: Section A, Item 28 refers: what must be allowed for under this item as Section J, items 7 -11 appear to make allowance for the running cost of the offices.</p> <p>7. Contract Data: Which day of the month is the assessment done?</p> <p>8. Activity Schedule (page 12 of 26): Rigid Inclusions (Page 12 of 26) - Are these the quantities which the Contractor must allow under the relevant Activity Schedule Items, or how is it envisaged that the Extra Over will be measured and paid for?</p> <p>9. Activity Schedule (page 12 of 26): Prefabricated piles (Page 12 of 26) - Are these the quantities which the Contractor must allow under the relevant Activity Schedule Items, or how is it envisaged that the Extra Over will be measured and paid for?</p> <p>10. Activity Schedule: Reinforcing steel (Page 15 of 26) - Are these the quantities which the Contractor must allow under the relevant Activity Schedule Items, or how is it envisaged that the Extra Over will be measured and paid for?</p>	<p>equipped with four workstations. Refer to addendum #2.</p> <p>6. Section A item 28 remains. Section J are discretionary allowances for <i>Employer's</i> own use.</p> <p>7. The assessment interval is monthly on the 25<sup>th</sup> (twenty fifth) day of each successive month. Refer to addendum #2.</p> <p>8. Refer to the Pricing Instructions and the Preamble to the Activity Schedule.</p> <p>9. Refer to the Pricing Instructions and the Preamble to the Activity Schedule.</p> <p>10. Refer to the Pricing Instructions and the Preamble to the Activity Schedule.</p>
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			<p>11. Reinforcing steel (Page 20 of 26) - Are these the quantities which the Contractor must allow under the relevant Activity Schedule Items, or how is it envisaged that the Extra Over will be measured and paid for?</p> <p>12. Stormwater (Page 25 of 26) - Are these the quantities which the Contractor must allow under the relevant Activity Schedule Items, or how is it envisaged that the Extra Over will be measured and paid for?</p> <p>13. Part C3: Scope of Work (paragraph 3.17) Should Item iv &amp; v be read together.</p> <p>14. We respectfully seek a two-month extension to the closing date for the tender process. The primary reason for this request is the timeline associated with the issuance of the Tender notice on December 6, 2023, coinciding with the builders' break, which spanned from December 14, 2023, to January 9, 2024.</p> <p>Moreover, crucial information integral to the tender process, specifically RFP Annexure A to I, is slated to be provided only after the site briefing session. The said briefing session is scheduled to take place two months after the initial tender notice. Given the substantial nature of this project, it is imperative to afford ample time for tendering parties to accurately assess and price the project. Equally important is the need for engagement with local (EME/QSE) suppliers and subcontractors to ensure</p>	<p>11. Refer to the Pricing Instructions and the Preamble to the Activity Schedule.</p> <p>12. Refer to the Pricing Instructions and the Preamble to the Activity Schedule.</p> <p>13. Yes, they must be read together.</p> <p>14. An extension of three (3) weeks is granted. Refer to addendum #2.</p>
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			<p>competitive and representative pricing for the Employer.</p> <p>Your understanding and consideration of this extension request are greatly appreciated, as it will contribute to a more comprehensive and informed tendering process.</p>	
5	Commercial	01/02/2024	Please could you make the demolition drawings available.	The demolition drawings are uploaded and available on the National Treasury Portal (Drawings 050.zip)
6	Commercial	01/02/2024	Please advise by return if there's a possibility of extending the "due date" for the above-mentioned Tender. We are experiencing delays from suppliers, especially those affected by the strikes.	An extension of three (3) weeks is granted. <b>Refer to addendum #2.</b>
7	Commercial / Technical	02/02/2024	<p>May you kindly assist us with the following:</p> <p>1. Can you please send us the presentation of the tender briefing meeting.</p> <p>2. The last page of file "REQUEST FOR PROPOSAL (RFP)" mentioned there are A-I Annexures, but we didn't find these annexures in the downloaded files, please clarify.</p> <p>3. Is there any advanced payment? If any, how much?</p> <p>4. What is the proportion of progress payment for this project and how long is the approval?</p>	<p>1) The presentation was e-mailed on the 02/02/2024 and uploaded onto the National Treasury and Transnet Portals.</p> <p>2) These annexures are now available on the National Treasury and Transnet Portals.</p> <p>3) No advanced payments have been allowed for in the tender.</p> <p>4) Payment will be for completed activities as per the activity schedule.</p>



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			5. Late delivery penalty is R295 000 per day, any limitations?	<p>The assessment interval is monthly on the 25<sup>th</sup> (twenty fifth) day of each successive month. <b>Refer to addendum #2.</b></p> <p>Payment will be effected on or before the last day of the month following the month during which an undisputed valid Tax Invoice and Statement is received.</p> <p>5) No limitations, penalties will be levied until a Sectional Completion Date is achieved.</p>
			6. Can you please send us hydrology, meteorology, underwater terrain and other basic data within the project construction site?	6) Refer to Site Information and its annexures uploaded and available onto the National Treasury and Transnet Portals.
			7. Please specify the location where dredged materials are to be thrown out and confirm the throwing method and transportation distance.	7) The dredging and reclamation drawings are uploaded and available on the National Treasury and Transnet Portals (Annexure A - DCT Berth Deepening-Drawings 020.zip)
8	Commercial / Technical	via eTenders queries	<p>1. There is a shipwreck within the dredging area to be removed; please clarify the size and material of the shipwreck.</p> <p>2. Please clarify the detailed requirements of the sampling, such as sampling method and frequency.</p>	<p>1) Refer to Annexure P3 – EIAR Section 7.1 (Figure 18)</p> <p>2) Refer to Specification Dredging and Reclamation (Including Vibro Compaction): 1785-CO-C-SPC-0004 Rev T-00 26 July 2019.</p>



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			3. Please Kindly share the sedimentation study report of the port.	3) Refer to Site Information and its annexures uploaded and available onto the National Treasury and Transnet Portals.
			4. Part C3: 5.4.8 "Dredging within 100m of the sandbank should be restricted to winter and daylight only". Question: Please clarify whether the backfilling of the sandbank is restricted within winter and daylight.	4) There are no constraints on dredging while the <b>Central Sand Bank</b> is being extended. Dredging can be undertaken 24 hrs per day, 365 days per year as stated in the Works Information.  The tenderer is to refer to the EMPr, Section 13.3, and to the CSMP, Section 9.7, page 143.
			5. The validation of the disposal permit expired on 30-Dec-22; please clarify whether it has been updated and extended.  6. Please share the Factual Geotechnical Report, Condition Report and Weather & Wave Information.  7. The defect date is 52 weeks; however, with compliance with international practices, the dredging work should be excluded from such requirements; please confirm.  8. Please kindly share the detailed bill of quantity.	5) Application to renew the disposal permit has been made pending approval. It should be in place before the <i>Contractor</i> is appointed.  6) These reports are uploaded and available on the National Treasury and Transnet Portals (Site Information.zip).  7) Dredging works are excluded but the construction of the sandbank is included.  8) The Bill of Quantities does not apply to this contract. The contract is based on an Activity Schedule which was issued with the bid document. The tenderers shall price an Activity Schedule provided in the bid document.  9) Refer to Annexure P3 – EIAR Section 7.1 (Fig. 18)



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		<p>9. Part C3: Annexure P3 - EIAR : 7.1 Question: Please provide information on the size and location of a shipwreck in the offshore sand-winning area.</p> <p>10. Part C3: Annexure B :1785-CO-000-C-SPC-0004 Rev T-00 :4.4.1.6 Discharge behind caissons "The fill is to be brought up in layers, with a maximum layer height of 2 m." Question: Whether such a requirement is mandatory?</p> <p>11. Part C4: Site Information LIST OF ANNEXURES Question: Annexures A- I of Part C4 were not found in the existing RFP package; please provide them.</p> <p>12. Data Request: Please share the CAD version of the bathymetric chart in the sand winning, dredging, and disposal areas.</p> <p>13. Part C3: Annexure J8:3.2 Question: Please clarify whether the disposal schedules on the left sheet could be adjusted according to our arrangement.</p>	<p>10) Yes, it is mandatory</p> <p>11) These annexures are uploaded and available on the National Treasury and Transnet Portals (Site Information.zip).</p> <p>12) There is no XYZ data for the sand winning site and disposal areas. The bathymetry is given as a contour map in Report No. CGS RPT No. 2001-0158; 2001.which is contained in Annexure 5.5 of the Factual Geotechnical Report ZAA 1370-RPT-064 Rev. C, November 2023.</p> <p>XYZ survey data for dredging is issued. <b>Refer to addendum #2.</b></p> <p>13) No. An estimated revised disposal schedule is issued. <b>Refer to Addendum #2.</b></p>
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			14. Data Request: Are the operating data of the port including the frequency of traffic throughout the year ) available ? Please Kindly share.	14) These reports are uploaded and available on the National Treasury and Transnet Portals (Site Information.zip).
9	Commercial	08/02/2024	<p>We hereby humbly wish to request an extension to the closing date to be moved by 3 months (to 20<sup>th</sup> June 2024) as motivated below.</p> <ul style="list-style-type: none"> <li>• Due to the high technicality and interface between various disciplines (marine and on shore works) adequate time is required and deserved in order for us to submit the most optimum offer in terms of constructability and costing.</li> <li>• The reliance of international suppliers and subcontractors in many aspects of this enquiry as well as the high level of detail required for accurate programming, pricing, and sequencing of the works again to offer the highest level that this enquiry deserves.</li> <li>• The high level of detail to submit the required returnables, approach papers, presentations and such in order for us to sufficiently display the high level and intimate understanding we have of this enquiry .</li> </ul>	An extension of three (3) weeks is granted. Refer to addendum #2.
10	Commercial	14/02/2024	The construction project above bears reference. Kindly can you advise how a Health and Safety Agent and Environmental Compliance Officer may be appointed on this project? Is there an RFQ that will be advertised	Health and Safety Agent (TNPA employee) and Environmental Compliance Officer (a contract is in place for this service) are appointed by the Employer.



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			or will the appointment be made through the consulting engineers? If through the consulting engineers, kindly provide the details of the project manager from the consulting engineering firm so I may offer a quote.	
11	Specific Goals	15/02/2024	<p><b><u>Re: Selected Specific Goal - maintaining EME/QSE status through contract duration,</u></b></p> <p>In the light of the 5.5 year contract period (2024 to 2030), and substantial capital investment requirement to execute targeted sub-contract portions of work the Contractor want to pose the following question:</p> <p>In terms of the tender, bidders are required to subcontract 30% of the contract value to EME/QSE Black Owned Subcontractors (2. Selected Specific Goals).</p> <p>This commitment will be monitored throughout the contract by the Employer to assure specific goals are met.</p> <p>Please confirm that once a EME/QSE Subcontractor is appointed, for the purposes of evaluation under the Contract <i>Specific Goals</i> under the Contract and for the duration of the Contract, such Subcontractors will be deemed to remain EME/QSE Contractors notwithstanding that the award of subcontracts may result in such subcontractors exceeding the thresholds used to define an EME or QSE Subcontractor during the execution of the subcontract.</p>	<p>The chance of the appointed EME and QSE growing their status to QSE and LE respectively, during the duration of the contract is highly probable. There is no provision in the RFP that suggests that their contract should be terminated once their status have changed to either the QSE or LE during the implementation of the contract. The preferential spend will migrate to EME, to QSE or to LE. Once the entity is at LE status then that spend becomes outside of the designated group spend (EME and QSE) even during the duration of the contract.</p>



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12	Technical	15/02/2024	<p>We have had enquiries from some of our specialized suppliers and supplier development subcontract partners with regards to the possibility of visiting the site.</p> <p>Please advise on the request in this regard and the procedure thereon to follow?</p>	<p>A visit to Lot 10 can be done during working hours at all times. Tenderers are reminded to wear PPE.</p> <p>DCT is an operational terminal. Access to the terminal is difficult and require too many logistics. Tenderers are advised to visit and view Berth 205 from outside the perimeter fencing at Berth 205 return quay wall, as this area does not require terminal access.</p>
13	Technical / Commercial	20/02/2023	<p>15. RFP Document, Annexure L: Preamble to the Activity Schedule: Page 12 of 26 "extra over 8.2.6 for raking piles - 8 184m. Is this quantity correct ?</p> <p>16. RFP Document, Annexure L: Page 25 of 26 "extra over for Excavate in all materials for trenches, backfill, compact and dispose of surplus materials for trenching in and making good of paved areas" concrete pavement - 157m".</p> <p>17. RFP Document, Section F, Item 938: Is this not a duplication of Section A, Items 19 &amp; 50?</p> <p>18. Ditto, Section F, Item 940: Item 940 and Section A, Item 15?</p>	<p>Yes, the quantity is correct. Contractor must make an extra over allowance for this quantity, which is the total length of reinforced driven cast in-situ piles at 1:4 rake. Note that all extra over items will be certified once actual quantities are approved by the Supervisor.</p> <p>This is extra over item J.2.1. Note that all extra over items will be certified once actual quantities are approved by the Supervisor.</p> <p>This is not a duplication. Section A, Item 19 is for mobilisation/demobilisation of the equipment. Section A, Item 50 is for maintenance of the equipment. Section F, Item 938 is for continuous, on-going monitoring of the quay wall.</p> <p>It is suspected that this Clarification question should read: <i>...Item 940 and Section A, Item 14?</i> Section A Item 14 is for mobilisation/demobilisation of the barriers. Section F,</p>



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			<p>19. RFP Document, Electrical scope: What is the Electrical Contractor's duration per construction phase which must be allowed in our programm of the works?</p> <p>20. Activity Schedule, Section H: Item 67: What does this item entail, i.e. is this for the cleaning of the new paving or is it for existing paving, and if so what is the extent thereof?</p> <p>21. Ditto: Item 68: What does this item entail, and what is the extend thereof, as a similar operation is measured under Item 34?</p> <p>22. Ditto: Item 6: Where is this layer constructed as it is not shown on the layerworks cross sections on drawing 1785 - CO - 160 - C - DWG - - 0004 - 01 - T - 0A?</p>	<p>Item 940 is for relocation of the barriers to the next phases.</p> <p>The electrical contractor needs to have sufficient time on site to complete his work for each phase, so that commissioning of the cranes can take place and handover of the quay can take place and the relevant key date stated in the contract can be met for that phase.</p> <p>The new works and paving as installed abuts against the existing infrastructure and paving. Contractor must include an allowance for cleaning and restoring existing paving where it has been affected by the new works. Refer drawing: 160 series.</p> <p>Item 68 refers to where existing stack markings remain relevant, the markings must be sandblasted and reinstated by Contractor. Item 34 applies only to removal of existing markings no longer required e.g. roadway markings along the existing quaywall, stack markings etc.</p> <p>C3 is the extra over for cement stabilisation of G6 layers which will now be changed to G5B layers. Note that Activity Schedule and drawing 1785-C0-160-C-DWG-0004-01-T-0A has been amended to clarify and reflect this change from G6 to G5B: required by change from COLTO to COTO specification. 1. This has been included in <b>addendum #3</b>.</p>
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			23. Ditto: Item 12: Item 12, which is also not shown on drawing 1785 - CO - 160 - C - DWG - - 0004 - 01 - T - 0A.	C1 is the extra over for cement stabilisation of G2 layers. Note that Activity Schedule and drawing 1785-C0-160-C-DWG-0004-01-T-0A will be amended to clarify this. This has been included in <b>addendum #3</b> .
			24. Contract Data, The key dates and the conditions to be met are: 11.2 (9): In utilizing the same methods, resources and productions (outputs) which meets the schedules of Phases 1 and 3, it does not make the schedule for Phase 2 within the dates provided which appears to be too short. We request the Employer to investigate and confirm if the dates are correct. If the dates are correct the completion dates for Phase 2 puts the project in risk.	Dates have been revised in the contract and included in <b>Addendum # 3</b> .
14	Commercial	28/02/2024	<p><b><u>Re: Additional Compensation events - Wind velocity exceeding 40 km/hr for a minimum duration of 4 continuous hours shall be a compensation event,</u></b></p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>These are additional compensation events:</p> <p><b>1 Wind velocity exceeding 40 km/hr for a minimum duration of 4 (four) continuous hours shall be a compensation event based on accurate records verified by the Supervisor.</b></p> </div> <p>We want to clarify the the clause above – is it intended that this is measured as average velocity over the period of 4 hours, or instantaneous gust speeds, and what measurement intervals are required to verify the wind speeds per above?</p>	The wind velocity is not intended to be measured as an average but will have to be blowing continuously at a velocity greater 40km/hr for at least a duration of 4 hours to be considered a compensation event. The wind gauge (anemometer) shall be installed at the Lot 10 site, at a height of 10m above Mean Sea Level (MSL) and wind readings shall be taken at maximum intervals 5 minutes.
15	Technical	05/03/2024	<p>Reference Document: Storm water slot drain typical details TNPA drawing No. 2122830-1-150-C-GA-1003-01</p> <ul style="list-style-type: none"> <li>Section through the low and high point of the slot drain does not show the dimension width of the bottom of the</li> </ul>	The base width of the insitu component of the slot drain at a high point support, is determined by the interface with manhole Type 1A. The length and slope of the slot drain between the low points at manholes Type 1A and

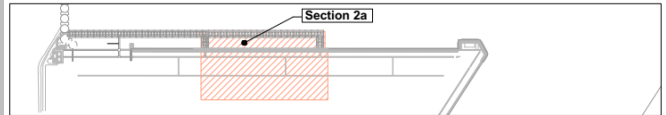


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			<p>cast insitu element of the slot drain. The top width of the cast insitu element is shown as 1000mm and the height varies from 350mm – 650mm.</p> <ul style="list-style-type: none"> <li>Under the notes number 7 states, “Concrete Drain to be cast in 4500mm units”. However, the plan section of top of precast unit states the length as 2250mm. Which is the correct dimension?</li> </ul>	<p>the high points varies along the quay. Therefore the width of the base of the insitu component at the high point support must be calculated for each case from TNPA drawings No. 2122830-1-150-C-GA-1003-01 and No. 2122830-1-150-C-GA-1004-01 having reference to the coordinates given on TNPA drawing Nos. 2122830-1-150-C-GA-1000-01, 2122830-1-150-C-GA-1001-01 and 2122830-1-150-C-GA-1002-01. The width of the base of the insitu component of the slot drain at the support at the low point is 1260mm. This will be marked on a revised TNPA drawing No. 2122830-1-150-C-GA-1003-01 which has been included in <b>Addendum #3</b>.</p> <p>Note No. 7 refers to the insitu drain base which is to be cast in 4500mm length sections to control and limit crack widths and not the precast upper units which are each 2250mm in length</p>
16	Technical	05/03/2024	<p><b><u>Re: The key dates and the conditions difference between Section 2a and Section 2b Completion:</u></b></p> <p>Please can the Project Manager clarify the nuances between Section 2a and Section 2b Completion. The same would apply for Section 3a and 3b in relation to Berth 203.</p>	<p>Sections 2a and 3a refer to the completion of the superstructure and all landside <i>works</i> for berth 204 and 203, respectively. These sections are in accordance with the Works Information and includes but not limited to, stormwater and all services infrastructure, tunnels, concrete and asphalt paving, capping beam, crane beam, crane fixtures (rails and anchors), quay furniture, road markings and signage, installation of temporary sheet piles, temporary stop blocks on new quay wall.</p>

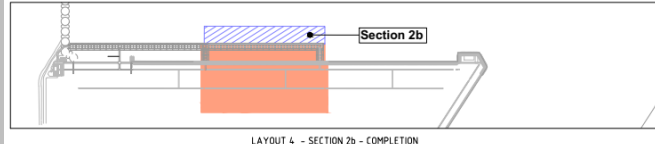


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				<p>Sections 2b and 3b refer to the completion of the waterside <i>works</i> adjacent to berth 204 and 203 respectively. These sections include but not limited to, the completion of berth dredging and scour rock protection.</p> <p>This indicates <b>Section 2a</b> (Superstructure and landside <i>works</i>), Sectional Completion for berth 204. Note that the date has been amended in the contract and included in <b>Addendum #3</b>.</p> <p>This indicates the delay damages associated with Section 2a (Superstructure and landside works) delayed Sectional Completion for berth 204.</p> <p>This indicates Section 2a (superstructure and all landside <i>works</i>) for berth 204.</p>						
			<table><tr><td>2a</td><td>Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i>.</td><td>01 Jun 2028</td></tr><tr><td>2a</td><td>Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i>.</td><td>R 295 000.00</td></tr></table> <div><p>LAYOUT 3 - SECTION 2a - COMPLETION</p><p>NOTE: DRAWINGS TO BE REVISIT THE WORKS INFORMATION</p></div>	2a	Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i> .	01 Jun 2028	2a	Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i> .	R 295 000.00	
2a	Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i> .	01 Jun 2028								
2a	Hand-over of complete Berth 204 <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i> .	R 295 000.00								



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			<table><tr><td>2b</td><td>Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i>.</td><td>02 Mar 2028</td></tr><tr><td>2b</td><td>Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i>.</td><td>R 295 000.00</td></tr></table> <div></div>	2b	Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i> .	02 Mar 2028	2b	Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i> .	R 295 000.00	<p>This indicates Section 2b (waterside <i>works</i>), Sectional Completion for berth 204. Note that the date has been amended in the contract and included in <b>Addendum #3</b></p> <p>This indicates the delay damages associated with Section 2b (waterside <i>works</i>) delayed Sectional Completion for berth 204.</p> <p>This indicates Section 2b (waterside <i>works</i>) for berth 204.</p>
2b	Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as certified by the <i>Project Manager</i> .	02 Mar 2028								
2b	Hand-over of complete Berth 204 including dredging and scour to new quay wall <i>works</i> in accordance with Works Information, Defect free as accepted by the <i>Project Manager</i> .	R 295 000.00								
17	05/03/2024	Commercial/ Technical  1. RFP Part T1_T1.1_Section 1_2Tender SUBMISSION, Page 4 of 6	<p>a) A Tenderer can upload 30mb per upload and multiple uploads are permitted.</p> <p><i>Please clarify whether the tender document uploaded should be protected by setting a password? If yes, how should the password be submitted?</i></p>	Tender submission must not be password protected.						



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	<p>2. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION , Page 14 of 131</p>	<p><b>3.4 Employer's Site Entry and Security Control, Permits, and Site Regulations</b></p> <p>The Contractor shall obtain the TNPA (port) and TPT (terminal) entry permits for all of the Contractor's people working within the Port of Durban and/or DCT in accordance with the access control requirements of the terminal and the Port.</p> <p><i>Please clarify the formalities to go through for the application of such permits and the time needed? Is there a upper limit on the number of permits / people to apply for?</i></p>	<p>The Contractor must prepare a valid induction dossier and make the application to TNPA seven (7) days in advance. There is no limit on the number of permits/people to apply for except that the induction venue has a capacity of twenty (20) people, therefore inductions will be conducted in batches of twenty (20) people.</p>
	<p>3. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION , Page 19 of 131</p>	<p><b>3.4.1 Berth 203-205</b></p> <p>The Contractor must plan his work in such a way to avoid occupation being required outside his working area (for each phase) to minimize the impact to the container terminal port operations.</p> <p><i>Considering that berths construction works of this project shall be carried out in three phases and other two berths need to be kept operative at the time of works going on one berth, in order to minimize the impact to the operation of berths by the construction works, please provide the projected berth occupation schedule during the implementation period of this project.</i></p>	



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		<p>4. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION, Page 20 of 131</p>	<p><b>3.4.2 Lot 10 – Caisson Manufacturing Yard</b> ... The Contractor shall be responsible for upgrading, repairing and maintenance of Hamburg Road for the duration of the contract. Hamburg Road extends from Clydebank Road to the entrance of the site at Lot 10 and is approximately 800m long and approximately 7,5m wide. The road must be maintained in a suitable state for the travelling of motorcycles, light motor vehicles and delivery vehicles for the Contractor's equipment and materials...</p> <p><i>Please provide design documents of the mentioned road.</i></p> <p><b>3.22 Contractor's Equipment provided by the Contractor.</b></p> <p>1)... All marine Equipment used to provide and inspect the works shall be subject to the requirements of the South African Maritime Safety Association (SAMSA). The Contractor shall allow sufficient time in the schedule for the inspection and issuing of the SAMSA permit...</p> <p>2)... The Contractor is to apply to the Harbour Master for pilot's exemption for the Contractor's marine Equipment. The Contractor shall make provision for the use of the Harbour Pilot to accompany each of the Contractor's vessels for a minimum of ten (10) trips when entering and exiting the Harbour entrance and the costs thereof is deemed to be included in the Activity Schedule.</p> <p>3)... Where this is not possible due to the ongoing construction activities in and around the berth, the Employer may make available an alternate berth for</p>	<p>The design documents are not required. The Contractor is expected to keep the road trafficable by carrying out maintenance for the duration of the contract to ensure that the road is kept at the same condition or better during the handover of lot 10 site to the Employer.</p>
		<p>5. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION, Page 38/39 of 131</p>		



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		<p>berthing of the Contractor's marine equipment. This will be approximately 200m of berth at the existing. Pier 1 layby berths 102/103 when available or another alternative when berth102/103 is utilised by the Employer. The Contractor may only have use of Berth102/103 or an alternative berth in consultation and agreement by the Supervisor and subject to the approval at the discretion of the Harbour Master...</p> <p>1) <i>Please clarify the formalities to go through to apply for relative permit and the time needed and tariff.</i></p> <p>2) <i>Please confirm does it means that we should apply to the Harbour Master for pilot's exemption for the Contractor's marine Equipment while at the same time take into consideration the cost of using Harbour Pilot to accompany each of our vessels for ten trips entering and exiting the Harbour entrance in our tender offer?</i></p> <p>3) <i>Please explain the formalities to go through for the apply of the usage of alternate berth. And could you confirm that the alternate berth could be utilised by the Contract for free.</i></p> <p>6. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION, Page 45 of 131</p>	<p><b>4 list of drawings</b></p> <p><b><i>Please provide drawings list below.</i></b></p>	<p>The Contractor to engage directly with SAMSA.</p> <p>Yes</p> <p>The Contractor is expected to dock the marine fleet within the Contractor's Working Area. The Contractor will notify the <i>Project Manager</i> if alternative berth is required, and approval will be at the discretion of the Harbour Master. Berthing space will be offered at no cost, if available and approval is granted.</p> <p>Drawings have always been uploaded on National Treasury and were also added in the Transnet portals as "Annexure A – DCT Berth Deepening Drawings 150.zip"</p>
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			Demolitions		
			1785-CO-050-C-DWG-0001-01	2122830-1-050-C-GA-1000-01	Demolitions Key Plan
			1785-CO-050-C-DWG-0002-01	2122830-1-050-C-GA-1001-01	Demolitions Berth 205 Details
			1785-CO-050-C-DWG-0002-02	2122830-1-050-C-GA-1001-02	Demolitions Berth 205 Details
			1785-CO-050-C-DWG-0002-03	2122830-1-050-C-GA-1001-03	Demolitions Berth 203 Details
			1785-CO-050-C-DWG-0003-01	2122830-1-050-C-GA-1002-01	Demolitions Berth 205 Ablution Facility
			1785-CO-050-C-DWG-0003-02	2122830-1-050-C-GA-1002-02	Demolitions Berth 205 Ablution Facility
			1785-CO-050-C-DWG-0003-03	2122830-1-050-C-GA-1002-03	Demolitions Berth 205 Ablution Facility
			1785-CO-050-C-DWG-0004-01	2122830-1-050-C-GA-1003-01	Demolitions Berth 203 Ablution Facility
			1785-CO-050-C-DWG-0004-02	2122830-1-050-C-GA-1003-02	Demolitions Berth 203 Ablution Facility
			1785-CO-050-C-DWG-0004-03	2122830-1-050-C-GA-1003-03	Demolitions Berth 203 Ablution Facility
			1785-CO-050-C-DWG-0004-04	2122830-1-050-C-GA-1003-04	Demolitions Berth 203 Ablution Facility
			1785-CO-050-C-DWG-0005-01	2122830-1-050-C-GA-1004-01	Demolitions Berth 203 Substation
			1785-CO-050-C-DWG-0006-01	2122830-1-050-C-GA-1005-01	Demolitions Old Crane Site Existing Concrete Beams
			1785-CO-050-C-DWG-0007-01	2122830-1-050-C-GA-1006-01	Demolitions Existing Pavement Demolition
			1785-CO-050-C-DWG-0008-01	2122830-1-050-C-GA-1007-01	Demolitions HML and Camera Masts
7. RFP Part C3_C3.1 EMPLOYER'S WORKS INFORMATION, Page 91 of 131	5.4.2 At Pre-construction Period, the Contractor Shall Comply with the following: Fauna and Flora search and rescue (if applicable) must be undertaken and completed prior to any Site clearance or any other construction activity. All necessary				



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			<p>approvals or permits must be obtained prior to removing or disturbing of sensitive or protected fauna and flora. The Contractor must take photos on the status quo of the site prior to commencement of the works.</p> <p><i>Please clarify whether shall the Employer be in charge of obtaining all necessary approvals or permits for removing or disturbing of sensitive or protected fauna and flora?</i></p>	<p>Environmental approvals including those that are in progress were acquired by the Employer and were shared with the Bidders. It is the duty of the Contractor to do due diligence prior to site access to ensure that there is no disturbance of sensitive or protected fauna and flora. In the event there are any to be disturbed, relevant permits must be obtained by the Contractor from the competent authority.</p>
		<p>8. Annexure A - DCT Berth Deepening- Drawings 070</p>	<p>Drawing1785-CO-070-C-DWG-0003-01 TOA, CORROSION PROTECTION DETAILS</p> <p><i>According to our experience, the manufacturing, installation and further maintenance of the type of Corrosion Protection shown in the drawing shall be complex and costly. So please confirm is it acceptable for the tenderer to submit an alternative option for the CORROSION PROTECTION?</i></p>	<p>Alternatives options will not be accepted.</p>
		<p>9. Presentation Briefing Session Page 36/37/38/39 of 183</p>	<p>There are Insurers listed for different insurance, such as,</p> <ol style="list-style-type: none"> <li>(1) Construction All Risk Cover: Mirabilis Engineering Under Writing manager (Pty) Limited – Lead; Hollard Insurance Company Limited; Consort Technical Underwriting Managers;</li> <li>(2) Contractors/Public Liability Cover: Mirabilis Engineering Underwriting Managers (Pty) Limited – Lead;</li> <li>(3) Removal of Support Cover: Mirabilis Engineering</li> </ol>	




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		<p>Underwriting Manager (Pty) Limited – Lead; (4) Professional Indemnity Cover: Stalker Hutchison Admiral (Pty) Ltd (Santam Limited);</p> <p><i>Please clarify whether the Insurers mentioned are designated Insurers by the employer and if it is acceptable for tenderer to choose insurers other than those listed here?</i></p>	<p>The insurance requested from the Contractor as per the tender document can be taken out by any insurer.</p> <p>The Employer has arranged insurance through the listed Insurers and is satisfied with the insurance that has been put in place for the contract. The four points listed on the query is the insurance the Employer has arranged.</p> <p>The contract states that if the insurance that has been put in place by the Employer do not adequately cover all the risks, the Contractors are allowed to take out their own insurance at their own cost.</p>
10. Presentation Briefing Session Page 44 of 183	<p>Site information of Lot 10</p> <p>(1) As-built drawings</p> <p>(2) Services – apply with the Municipality</p> <ul style="list-style-type: none"><li>- Water</li><li>- Sewer</li><li>- Electricity</li></ul> <p><i>Please clarify are there existing connecting points for Water/ Sewer/ Electricity within site Lot 10 and provide if yes the technical parameters of corresponding facilities.</i></p>	<p>(1) Available as-built drawings are included as Annexure 3 of Site Information (SI) B ZAA 1785-RPT-069 T – 02 Lot 10 Report, that was already uploaded on the National Treasury and Transnet portals.</p> <p>(2) The Lot 10 does not have dedicated connection points for water, sewer and electricity. The Contractor is required as part of the contract, to apply for these services from the local municipality.</p>	



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		<p>11. C2 DCT Berth Deepening Activity Schedule and Clarification Register Rev.03</p>	<p>The Bill of Quantities does not apply to this contract. The contract is based on an Activity Schedule which was issued with the bid document. The tenderers shall price an Activity Schedule provided in the bid document.</p> <p><i>We think that payment from the Employer could be done according to Activity Schedule. But this project is subject to a construction contract where the design works are completed by the Employer. While for a construction project, BOQ serves as the basis for the tenderer to prepare his technical and commercial proposal. So the Employer could provide designed working quantities to his potential tenderers.</i></p>	<p>Contractors to use the provided drawings, specifications, Works Information, and any other technical and contractual documents to work out the quantities and their proposed construction methods to prepare their technical and commercial proposals.</p>
		<p>12. Annexure B - DCT Berth Deepening Technical Specifications</p>	<p>(1) 1785-CO-000-C-SPC-0004 Rev T-00 Dredging and reclamation, Page 1; 1.2.1 Dredging a) The deepening and extension of the basin including the turning circle and entrance channel as indicated on drawing 1785-CO-020-C-DWG-0002-01...</p> <p>(2) Drawing 1785-CO-020-C-DWG-0002-01TOC and 1785-CO-020-C-DWG-0010-01 TOC</p> 	



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		13. Annexure B - DCT Berth Deepening Technical Specifications	<p><i>Dredging works described in the technical specifications differ from those indicated in the drawing. And in the Drawing 1785-CO-020-C-DWG-0010-01 TOC, it is indicated that the dredging of turning circle and entrance channel shall be executed by other contractors. Please clarify activities the working scope of dredging activities.</i></p> <p>1785-CO-000-C-SPC-0004 Rev T-00 Dredging and reclamation.</p> <p><i>Please clarify whether overflow loading is allowed for TSHD during dredging and sand excavation activities as this may improve construction efficiency by increasing the material loading rate?</i></p>	<p>The drawing is correct. The Technical Specification has been amended accordingly and has been included in <b>Addendum #3</b></p> <p>Overflow loading is not permitted for the following reasons:</p> <ul style="list-style-type: none"> <li>• It is carried out on an unrestricted basis because overflow rate is more or less constant during overflowing.</li> <li>• The resulting particle size distribution of sand differs from the in-situ grading because overflow removes the fine content of sand.</li> <li>• Loss of sediment during overflow loading adversely affects the surrounding marine environment as follows: <ul style="list-style-type: none"> <li>(i) increased sedimentation</li> <li>(ii) decreased dissolved oxygen</li> <li>(iii) increased turbidity</li> <li>(iv) increased nutrients</li> </ul> </li> </ul>
18	12/03/2024	Technical	<p><b>Query 1:</b> Reference Document: Cope Planks General Arrangement TNPA drawing No. 2122830-1-090-C-GA-1001-01 &amp; Precast Cope Plank Type 6 TNPA drawing No. 2122830-1-090-C-GA-1001-08</p> <ul style="list-style-type: none"> <li>• Both the above referenced drawings state the quantity of Type 6 cope plank to be <b>1</b>.</li> </ul>	<p>The correct quantity is one (1). Reinforcing Schedule quantity has been corrected and has been included in <b>Addendum #3</b>.</p>



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			<ul style="list-style-type: none"> <li>• However Reinforcement Schedule Precast Cope Plank Type 6 TNPA drawing No. 2122830-1-090-C-SC-1001-07 states the quantity as <b>40</b>.</li> <li>• Please provide clarity.</li> </ul> <p><b>Query 3:</b> Reference Document: Capping Beam &amp; Service Tunnels General Arrangement TNPA drawing No. 2122830-1-090-C-GA-1000-01 &amp; Capping Beam &amp; Service Tunnels General Details TNPA drawing No. 2122830-1-090-C-GA-1002-13</p> <ul style="list-style-type: none"> <li>• The above referenced drawings Section B refers to the in-situ levelling slab beneath the new tunnels as being <b>40Mpa</b> .</li> <li>• However TNPA drawing No. 2122830-1-090-C-GA-1002-06 &amp; TNPA drawing No. 2122830-1-090-C-GA-1002-08 states all tunnels to be cast on 50mm <b>15Mpa</b> blinding.</li> <li>• Please clarify if it requires both the levelling 40MPa slab and 15MPa blinding? Or only 1 specification (which one)?</li> </ul>	<p>The notes on TNPA drawing No. 2122830-1-090-C-GA-1002-08 apply to the tunnels.</p> <p>Note 1 on TNPA drawing No. 2122830-1-090-C-GA-1002-08 applies to the capping beam.</p> <p>The notes on TNPA drawing No. 2122830-1-090-C-GA-1002-13 apply to the capping beam.</p>
19	12/03/2024	Technical	<p><b><u>Re: Transnet provided survey data reference level - CDP?</u></b></p> <p>Please can the Project Manager clarify that the Transnet provided survey data is related to Chart Datum Port (CDP). If not, can Transnet clarify the reference level of these surveys.</p>	<p>All Soundings issued by TNPA are at Chart Datum (CD).</p>



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20	12/03/2024	Technical	<p><u>Re: Additional survey data required</u> the recent bathymetric survey from Transnet's 'Survey Data.rar' file does not cover the areas as specified below:</p> <ul style="list-style-type: none"> <li>• Along the Quay wall for berth 205, 204 and 203;</li> <li>• For area B shown in 1785-CO-020-C-DWG-0009-01 TOA in; <ul style="list-style-type: none"> <li>- Lot 10 near shore including "approach from turning circle"</li> <li>- Sandbank area;</li> </ul> </li> </ul> <p>As such we would like to receive additional and recent topographic/bathymetric XYZ data.</p>	<p>Basin F Pier 2 covers berth 203 to 205 as well as the basin. We do not have a bathymetric survey for area B as it is currently on land to be dredged as part of the project. Congella Basin .xyz file extends to Lot 10. MWCh6 - 11_20230223 has been included in <b>Addendum #3</b></p> <p>There is no stand-alone survey for the sandbank however survey for Pier 1 Cato Creek, Pier 2, Esplanade and MW Channels interface with the perimeter of the sandbank.</p>
21	12/03/2024	Commercial	It would be appreciated if you could please consider an extension of the closing date given the magnitude of the submission.	An extension to the tender closing date has been granted. The new closing date is 30 April 2024 and has been included in <b>Addendum #3</b> . No further extensions will be granted.
22	14/03/2024	Commercial	<p>We hereby wish to request an extension to the closing date to be extended by additional 2 months (to 20th June 2024) as explained below:</p> <ol style="list-style-type: none"> <li>1. The project scope include the utilization of existing facilities, , so it is necessary to arrange professional experts of port facilities to visit the site together with the bidding team to understand the current status of the equipment.</li> <li>2. Only the work activity list are provided in the tendering documents without specific quantities of each work/activity, considerable time and effort is required to convert the information of drawings into</li> </ol>	An extension to the tender closing date has been granted. The new closing date is 30 April 2024 and has been included in <b>Addendum #3</b> . No further extensions will be granted.



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			<p>the detailed bill of quantities(BOQ) for providing more competitive quotation.</p> <p>3. Detailed and comprehensive site investigation is required to</p> <p>a) understand the status of existing facilities because of utilization, including dismantlement, repair and re-installation of existing port facilities and equipment</p> <p>b) cooperate with authenticated and authorized Professional Engineer registered with the Engineering Council of South Africa (ECSA) during the bidding stage and be deeply involved in the preparation of the technical proposal and work programme with high quality as per the requirement of tendering documents.</p> <p>c) to investigate the availability and prices of local labor force, material (reinforcement/formwork/concrete/blocks/crushed stone, etc.), and construction machineries (like ships, vessels, etc.)</p> <p>d to understand the specific requirements of 30% local content, and to find the potential suppliers and subcontractors.</p> <p>If the tendering deadline can be extended, we will organize to visit the site early April of 2024 to prepare for the bidding documents.</p>	
23	18/02/2024	Commercial	<b>Extension of time</b>	An extension to the tender closing date has been granted. The new closing date is 30 April 2024 and has been included in <b>Addendum #3</b> . No further extensions will be granted.



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24	25/03/2024	Commercial	<p><b>Extension of time</b></p> <p>We are writing to formally request an extension of the closing date of this RFP. We understand the current submission deadline is 30 April 2024 (Addendum No. 003), and we appreciate your consideration of this request.</p> <p><u>Reason for Extension:</u></p> <p>The current submission deadline is preceded by a period that includes several public holidays, specifically Human rights day, Easter holidays and freedom day. These holidays significantly limit our team's ability to dedicate the necessary time and resources to finalize a comprehensive and competitive proposal.</p> <p><u>Impact of Public Holidays:</u></p> <p>Reduced Availability: Key personnel involved in proposal development will be unavailable during the public holidays, hindering critical tasks like finalizing technical returnables, cost estimates, and proposal document preparation.</p> <p>Disrupted Workflow: The public holidays create breaks in our workflow, potentially causing delays in finalizing internal approvals and ensuring a polished final submission.</p>	<p>Refer to #23 above and <b>Addendum #3</b>. The new closing date is 30 April 2024. No further extensions will be granted.</p>
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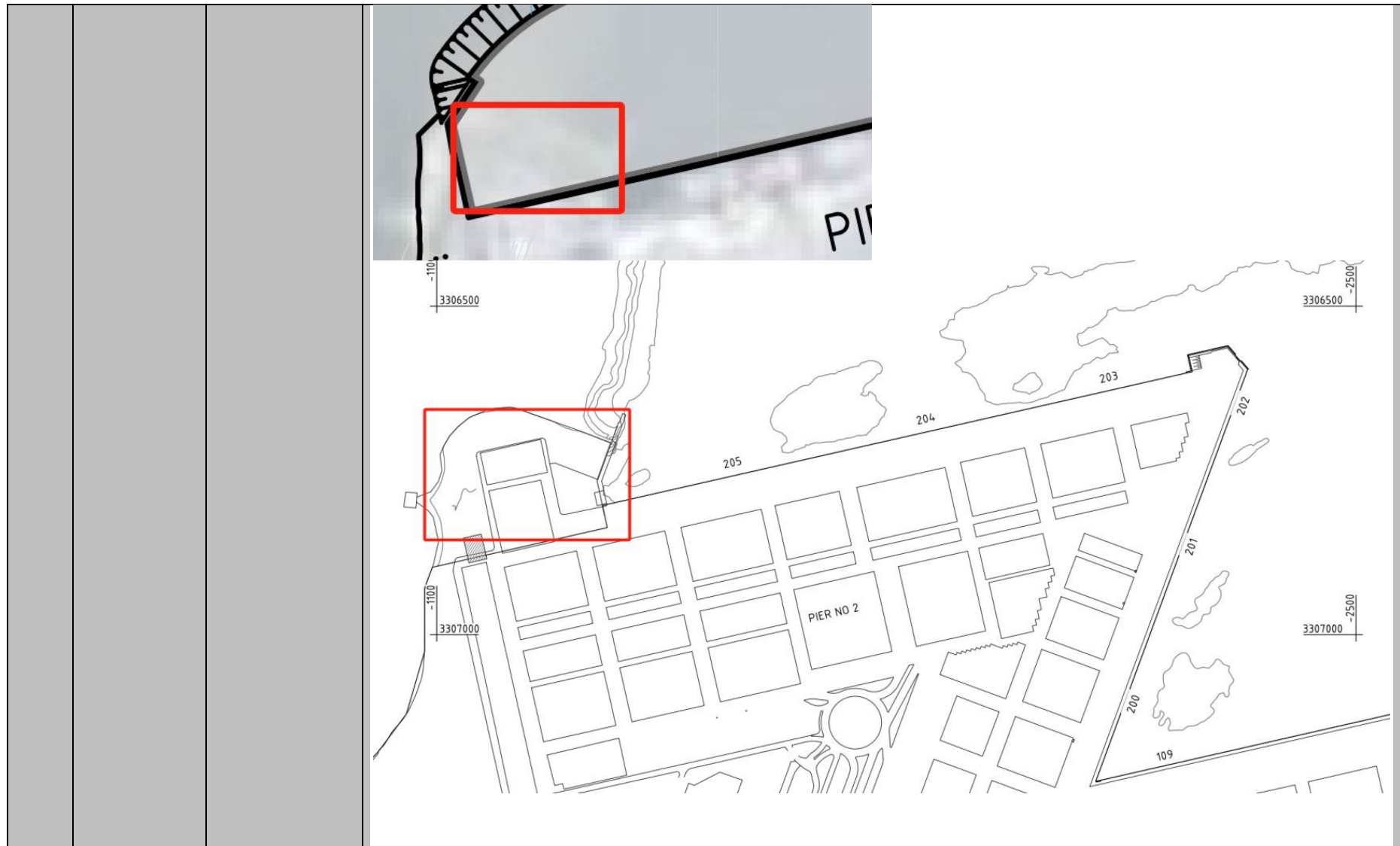


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			<p><u>Proposed New Deadline:</u></p> <p>We respectfully request an extension of 18 business days to submit our proposal. This revised deadline would be 24 May 2024. Granting this extension will allow our team to work efficiently without the disruption caused by public holidays and ensure a high-quality proposal is submitted.</p> <p>An extension will allow us to fully dedicate the necessary resources to prepare a compelling proposal that meets your expectations.</p>	
25	27/03/2024	Technical	<p>1. In Drawing No. 1785-C0-000-C-DWG-0002-01-T-0A, 1785-C0-000-C-DWG-0003-01-T-0A, 1785-C0-020-C-DWG-0010-01-T-0C and 1785-C0-110-C-DWG-0001-01, in order to do proposed construction of Berth 205, existing site facility need to demolished and excavated to 16.5m, but existing ground elevation and detailed topographic map is not provided, we cannot accurately calculate the quantities for the demolished works.</p>	<p>A topographic level survey of Pier-2 carried out in 2013 has been included in <b>Addendum #4</b>. Note that the levels reported in this survey were reported to CD and separately to MSL but not to CDP.</p>

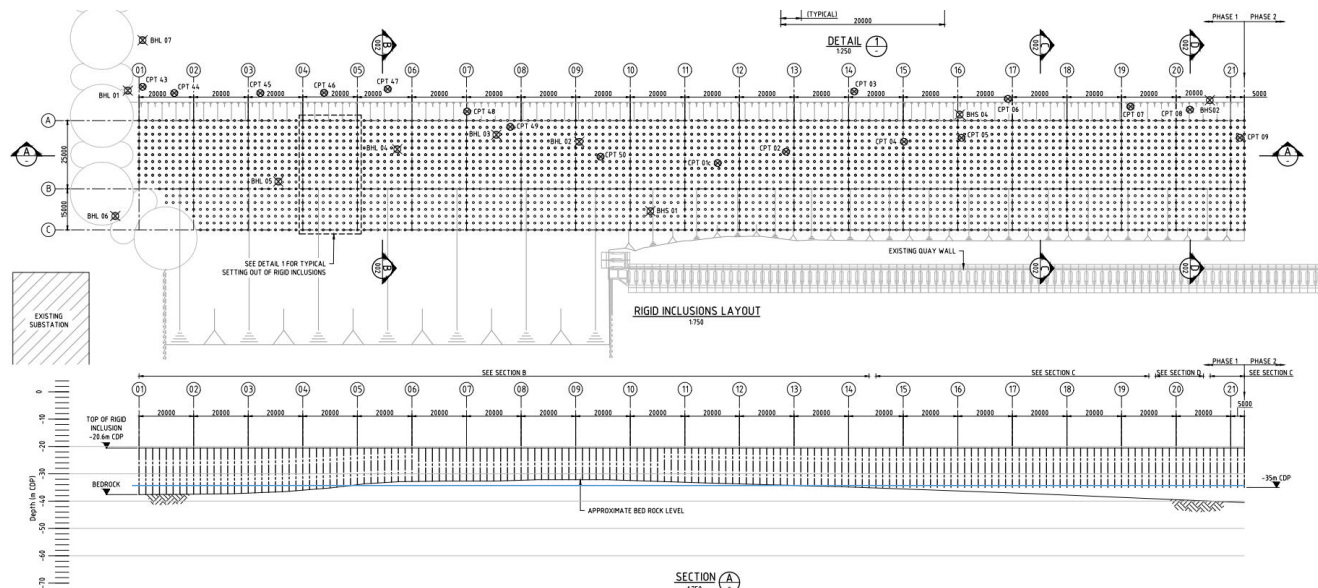


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			<p>2. In Drawing No. 1785-C0-030-C-DWG-0001-01-T-0A, 1785-C0-030-C-DWG-0001-02-T-0A and 1785-C0-030-C-DWG-0001-03-T-0A, only section view is provided, but topographic map of pile work scope is not provided, so we cannot accurately calculate the quantities for pile works.</p>	<p>The borehole data for the boreholes shown on the drawings has been provided in the site information. Tenderer must base its estimated rigid inclusion lengths on the 1785-C0-030-C-DWG-0001-01-T-0A to 1785-C0-030-C-DWG-0001-03-T-0A and 1785-C0-030-C-DWG-0002-01-T-0A and 1785-C0-030-C-DWG-0002-02-T-0A and the borehole data.</p>
				
			<p>3. in Drawing No. 1785-C0-040-C-DWG-0002-01-T-0A, top elevation of sandbank is not provided, so we cannot accurately calculate the quantities.</p>	<p>1785-C0-020-C-DWG-0002-01-T-0C and 1785-C0-020-C-DWG-0003-01-T-0A show the level of the top of the sandbank as 0.0m CDP ± 1.0m. Tenderer to base estimate on 0.0m.</p>



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26	27/03/2024	Technical	<p><b>Re: Confirmation of Key dates</b></p> <p>Please can Transnet confirm that the revised Key Date number 11 as stated in Addendum 3 (28-Jan-2028) is correct and appropriate.</p>	<p>Key Date is correct and appropriate.</p>



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			<p>The tender notices that; KD10, KD12, sectional completion 2a &amp; sectional completion 2b, all moved '<i>OUT</i>' more than 1 calendar month. However KD11 moved '<i>IN</i>' more than 1 calendar month.</p> <p>It seems imbalances that 200 linear meters (+/-2/3<sup>rd</sup>) of Berth 204 are required to be complete to rails and road marking's by 28 Jan 2028 (to slip the STS cranes), yet the remaining 120 linear metres (+/-1/3<sup>rd</sup>) is only required to be complete by 04 Jul 2028 – some 5 months later. The duration between Section 1a completion (09 Mar 2027) and Section 2a (04 July 2028) is 16 months in total, of which 2/3<sup>rd</sup> of the Berth length is required to be complete in only 11 months.</p> <p>Please consider moving KD11 <i>OUT</i> (rather than <i>IN</i>) from the previous date similarly by 1 calendar month (and therefore early April 2028 rather than late Jan 2028). This would allow Others to slip STS cranes in 3 months.</p>		<p>Yes</p> <p>This is balanced, from the total duration of ±16 months, 11 months is approximately 2/3<sup>rd</sup> and the balance is approximately 1/3<sup>rd</sup>. The tenders to note that the quay wall will be constructed continuously and not as a start to finish between the first 2/3<sup>rd</sup> and the last 1/3<sup>rd</sup>.</p> <p>Moving this Key Date out will not allow the STS cranes enough time to slip, commission and handover cranes.</p>
27	04/04/2024	1. Addendum3 Page 41 & 46 & 49 of 265	<b>4 Testing and Defects</b> 42.2 The defects date is 52 (fifty-two) weeks after Completion of the <b>whole of the works</b> .	1. According to the X5, the completion date is specified as sectional completion. Could defects date also be divided accordingly, i.e., defect liability period	No, <i>defects date</i> is not affected by Completion of a <i>section</i> of the <i>works</i> as it is referenced to Completion of the whole <i>works</i> .



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			<p><b>X5 Sectional Completion</b> X5.1 The completion date for each section of the works is: ...</p> <p><b>X16 Retention</b> The amount retained is halved. - in the next assessment made after Completion of the whole of the works or - in the next assessment after the Client has taken over the whole of the works if this is before Completion of the whole of the works. The amount retained remains at this amount until the date when the Defects Certificate is due to be issued. No amount is retained in the assessments made after the Defects Certificate is due to be issued.</p>	<p>begins to count for each section upon its sectional completion and sectional taking over?</p> <p>Consequently, whether this defect date specified in the “42.2” could commence separately upon each sectional completion, instead of upon the completion of whole works?</p> <p>2. Correspondingly, whether should the release of retention money also be based on the program of sectional completion and sectional taking over?</p>	<p>No, <i>defects date</i> is not affected by Completion of a <i>section</i> of the <i>works</i> as it is referenced to Completion of the whole <i>works</i>.</p> <p>No, the dates when retention is released are not affected by early Completion of a <i>section</i> of the <i>works</i> as they are defined by reference to Completion of the whole of the <i>works</i> and the issue of the Defects Certificate.</p>
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		<p>2. Addendum 3 Page 49 of 265</p>	<p><b>X16 Retention</b></p> <p>The retention percentage is 10% on all payments certified.</p> <p>The amount retained is halved.</p> <ul style="list-style-type: none"> <li>- in the next assessment made after Completion of the whole of the works or</li> <li>- in the next assessment after the Client has taken over the whole of the works if this is before Completion of the whole of the works.</li> </ul> <p>The amount retained remains at this amount until the date when the Defects Certificate is due to be issued. No amount is retained in the assessments made after the Defects Certificate is due to be issued.</p>	<p>1. After each sectional completion and taking over, if the first half of the corresponding retention money has been released, whether the remaining retention money can be replaced with an equivalent retention guarantee?</p> <p>2. If the format of the guarantee and the issuing institution were approved by both the Employer and the project manager, whether the remaining retention money can be released upon submission of the guarantee?</p>	<p>No, half of the retention will be released either at Completion of whole of the <i>works</i> or when the Employer takes over the whole of the <i>works</i>. The remainder will be realised four weeks after the date of issue of Defects Certificate.</p> <p>No, half of the retention will be released either at Completion of whole of the works or when the Employer takes over the whole of the works. The remainder will be realised four weeks after the date of issue of Defects Certificate.</p>
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		<div>3. Addendum 3 Page 45 of 265</div>	<div><div>X1.1(c) The proportions used to calculate the Price Adjustment Factor are:</div><table><tr><td>Proportion</td><td>Linked to index for</td></tr><tr><td>0.3</td><td>Labour</td></tr><tr><td>0.25</td><td>Plant (Equip)</td></tr><tr><td>0.4</td><td>Material (Plant &amp; Materials)</td></tr><tr><td>0.05</td><td>Fuel</td></tr><tr><td>1.00</td><td></td></tr><tr><td>0.15</td><td>Non-Adjustable</td></tr></table></div>	Proportion	Linked to index for	0.3	Labour	0.25	Plant (Equip)	0.4	Material (Plant & Materials)	0.05	Fuel	1.00		0.15	Non-Adjustable	<div></div> <div><div>1.The contract is based on an Activity Schedule. Please clarify whether the amount due of the monthly completion progress for each activity listed is adjusted directly based on the monthly amount instead of the unit rate?</div><div>2. The contract data specified price adjustment factors. Please confirm whether all activities are to be adjusted according to these factors and proportions?</div><div>3. For "non-adjustable" at 0.15 and the remaining items totaling 1, whether it</div></div>	<div>Yes, it will be adjusted directly based on the monthly amount.</div> <div>Yes, except foreign components.</div> <div>Yes</div>
Proportion	Linked to index for																		
0.3	Labour																		
0.25	Plant (Equip)																		
0.4	Material (Plant & Materials)																		
0.05	Fuel																		
1.00																			
0.15	Non-Adjustable																		



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		<p>4. Addendum3 Page 46 of 265 &amp; NEC3 ECC (April 2013) 3 Time</p>	<p><b>3 Time</b> 11.2(3) The completion date for the whole of the works is: 31 Jan 2030</p> <p><b>X5 Sectional Completion</b> X5.1 The completion date for each section of the works is:</p>	<p>can be understood as follows: for the amount due for monthly progress completion, apart from the 0.15 designated as "non-adjustable," the remaining 0.85 designated as "adjustable" is composed of 0.3 for labor, 0.25 for plant, 0.4 for material, and 0.05 for fuel?</p> <p>According to the provisions of “<b>X5 Sectional Completion</b>” and “<b>3 Time</b>”, please confirm whether the Project Manager shall issue sectional certificates within one week of each Sectional Completion and sectional taking over and then the whole work Completion certificate</p>	<p>Yes</p>
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				within one week of the whole work Completion and taking over?	
			Section	Description	Completi on date
			1a	Hand-over of complete Berth 205 including return quay and dredging and scour to new quay wall works in accordance with Works Information at Berth 205, Defect  free as certified by the Project Manager.	09 Mar 2027
			1b	Hand-over of complete Central sandbank extension including scour protection to T jetty and Pier 1, and all approach basin dredging works, complete to final design levels in accordance with the Works Information and  Defect free as certified by the Project Manager.	29 Jan 2027
			2a	Hand-over of complete Berth 204 works in accordance with Works Information, Defect free as certified by the  Project Manager.	04 Jul 2028
			2b	Hand-over of complete Berth 204 including dredging and scour to new quay wall works in accordance with Works Information, Defect free as certified by the Project  Manager.	03 Apr 2028
			3a	Hand-over of complete Berth 203 quay wall works in accordance with Works Information, Defect free as  certified by the Project Manager.	10 Dec 2029



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			3b	Hand-over of complete Berth 203 including dredging and scour to new quay wall works in accordance with Works Information, Defect free as certified by the Project Manager.	15 Sept 2029	
			4	Remainder of the woks	31 Jan 2023	
		5. Addendum 3 Page 49 of 265	<b>30 Starting, Completion and key dates</b>  30.2 The Project Manager decides the date of Completion. The Project Manager certifies Completion within one week of Completion.			Yes
		6. Addendum 3 Page 42 of 265	<b>X13 Performance bond</b>  X13.1 The amount of the performance bond is 5% of the total of the Prices including VAT  Please clarify the provisions about the time of the return of the performance bond.			On issue of the Completion Certificate for the Completion of Whole of the <i>works</i> .
			<b>6 Compensation events</b>  1. Apart from extreme rainfall and wind velocity listed as weather conditions under compensation events, would fog and hail exceeding specific standards be regarded as compensation events?			No



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	<p>7. RFP DCT Berths 203 to 205 Page 263&amp;264 of 498 Addendum3 Page <b>61-127</b> of 265</p>	<p>2. Please clarify whether natural catastrophes such as earthquake, tsunami, flood, would be treated as compensation events or would they be considered under other provisions for extra cost and time extension?</p> <p><b>Part C2: Pricing Data</b>  <b>C2.1 Pricing instructions: Option A</b>  <b>1.2 Measurement and payment</b></p> <p>1.2.3 The Activity Schedule work breakdown structure provided by the Contractor is based on the Activity Schedule provided by the Employer. The activities listed by the Employer are the minimum activities acceptable and identify the specific activities which are required to achieve Completion. The activity schedule work breakdown structure is compiled to the satisfaction of the Project Manager with any additions and/or amendments deemed necessary.</p> <p>1.2.4 The Contractor's detailed Activity Schedule summates back to the Activity Schedule provided by the Employer and is in sufficient detail to monitor completion of activities related to the Accepted Programme in order that payment of completed activities may be assessed.</p> <p><b>Activity Schedule Rev E</b></p>	<p>No</p>
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		<p>1. Please confirm whether only the "Activity Schedule" provided by the employer in the RFP documents need to be submitted at the stage of tendering.</p> <p>2. Please confirm whether the following understandings are Programme in order that payment of completed activities may be assessed. <b>Activity Schedule Rev E</b> accurate:</p> <p>i) The "Activity Schedule work breakdown structure" mentioned in 1.2.3 and the "detailed Activity Schedule summing back to the Activity Schedule" mentioned in 1.2.4, are both required to be agreed upon and submitted by the contractor to the Project Manager during the subsequent construction period, while there is no need to detail down the <b>Activity Schedule</b> during the tendering stage.</p> <p>ii) The amount due shall be assessed based on the "Activity Schedule work breakdown structure" submitted during the construction stage, along with working program and other required documents. required documents.</p>	<p>Yes</p> <p>Are to be submitted at tender stage for acceptance by the Project Manager before the contract is awarded, so that they are included in the contract.</p> <p>Amount due will be based on the "Activity Schedule work breakdown structure" submitted at tender stage for acceptance by the Project Manager before the contract is awarded, so that they are included in the contract.</p>
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		<div>8. RFP DCT Berths 203 to 205 Page 276</div> <div>Addendum 3 Page 68 of 265</div>	<div>Annexure L: Preamble to the Activity Schedule</div> <div>3.4. Piling – Section D</div> <div>3.4.3. Project Specific</div> <div>Extra over Items</div> <div>Form hole for Rigid Inclusions of 750 mm diameter through material situated in the following successive depth ranges (measured from dredged seabed level)</div> <table><tr><td>Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm</td><td>M</td><td>7966</td></tr></table> <div></div> <div>Section D PILING &amp; GROUND IMPROVEMENT</div> <div>Extra over D1.3, irrespective of depth, for forming holes through obstructions consisting of:</div> <table><tr><td>9</td><td>Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm</td><td>Sum</td></tr></table> <div></div> <div>Please confirm whether the "extra over items" referred to are calculated based on the quantities</div>	Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm	M	7966	9	Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm	Sum
Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm	M	7966							
9	Cobbles, rock rubble or boulders of average dimension between 76 mm and 500 mm	Sum							



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			provided in "Annexure L: Preamble to the Activity Schedule," and then submitted as a Sum item in the Activity Schedule at this bidding stage? And then during the subsequent project construction process, the actual quantities shall be confirmed by the Supervisor, and any changes (whether upward or downward) to the aforementioned quantities considered compensation events?	Yes
		9	<p>According to the drawings, there is no anchoring structure for the temporary sheet pile structure at Berth 205.</p> <p>If anchoring structures are required during the actual execution period, please clarify whether the additional work constitutes a change, and how will the additional works be paid?</p>	No anchoring structures will be required.
		10	Please provide design documents of this project.	No design documents cannot be provided, tenderers are to price based on the documents provided in the RFP (Works Information, specifications and drawings).
		11. Presentation Briefing Session Page 34-39 of 183	<p><b>GENERAL INFORMATION ON THE INSURANCE PORTFOLIO</b></p> <p><b>BD Tender Clarification: Construction All Risk Cover</b></p> <p><b>1. Construction All Risks</b></p> <p>The Construction All Risks Cover excludes berths, quay and marine structures. But the scope of works includes all the above and therefore the policy is not fit for this</p>	The risks as identified by the project team has been covered by the relevant insurance policy. There is a removal of support policy which dovetails into the



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			<p>project. So please confirm that in the case of Construction All Risks, that contractor is not required to buy insurance for items already included in the Policy paid by the employer but to provide a new policy that could cover works under the scope of works of this project while not yet covered by the employer's policy.</p> <p><b>2.Contractors/Public Liability Cover</b> We note that the limits for the Contractors Public Liability (CPL), presented in the "BD Tender Clarification: Contractors/Public Liability Cover", which will be provided by the owner are inadequate. Kindly confirm that a specific policy will be taken by the contractor that does not exclude any wet works and will have the adequate limit for CPL?</p>	<p>Construction All Risk policy. That policy is mentioned in the insurance section of the briefing session pack.</p> <p>There is an Excess of Loss (XOL) policy for the Public liability policy which adds an additional R175 million of cover to the project. If the <i>Contractor</i> believes that this is still not enough cover, the contract allows the <i>Contractor</i> to take out additional insurance cover at the <i>Contractor's</i> cost which cannot be charged out to the project.</p>
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		<div><div></div><div><h2>BD Tender Clarification: Contractors/Public Liability Cover</h2><ul style="list-style-type: none"><li>- Period of insurance:<ul style="list-style-type: none"><li>• For the duration of the project plus a 24-month maintenance/defects liability period;</li></ul></li><li>- Indemnity:<ul style="list-style-type: none"><li>• The Insurers shall indemnify the insured against <i>physical loss or damage</i> to the Property Insured within the territorial limits;</li></ul></li><li>- Basis of indemnity:<ul style="list-style-type: none"><li>• Repair, reinstatement or replacement;</li></ul></li><li>- Cover:<ul style="list-style-type: none"><li>• Covers the works and all temporary works and materials intended for incorporation to the full replacement value</li></ul></li><li>- Insurers:<ul style="list-style-type: none"><li>• Mirabilis Engineering Under Writing manager (Pty) Limited – Lead; Hollard Insurance Company Limited; Consort Technical Underwriting Managers;</li></ul></li><li>- SASRIA cover is linked to this policy and provides cover for damages to the Insured Property brought on by Riots &amp; Strikes</li><li>- Some Salient Exclusions (See documentation for complete list):<ul style="list-style-type: none"><li>• Loss or damage to berth, wharves, jetties and the likes caused by subsidence or sinking;</li><li>• Loss or damage to more than 520m of uncompleted or unprotected seawall, quay or other marine structure;</li><li>• Loss or damage or liability due to soil erosion;</li><li>• Marine Liability;</li><li>• Loss or damage due to vessel impact;</li></ul></li><li>- Deductibles are as follows:</li></ul><table><tr><th>Policy</th><th>In respect of Loss or Damage to</th><th>Deductible</th></tr><tr><td rowspan="7">Construction All Risk</td><td>Earthworks</td><td>R500 000</td></tr><tr><td>Major</td><td>R500 000</td></tr><tr><td>Theft</td><td>R500 000</td></tr><tr><td>Testing and Commissioning</td><td>R500 000</td></tr><tr><td>Any other cause</td><td>R250 000</td></tr><tr><td>Public liability</td><td>R50 000</td></tr><tr><td>Removal of support</td><td>R50 000</td></tr><tr><td>SASRIA</td><td>Standard SASRIA wording</td><td>0.1% of the Contract Value of the specific contract subject to a minimum of R2 500 and a maximum of R25 000 in respect of each and every theft or loss</td></tr></table></div></div>	Policy	In respect of Loss or Damage to	Deductible	Construction All Risk	Earthworks	R500 000	Major	R500 000	Theft	R500 000	Testing and Commissioning	R500 000	Any other cause	R250 000	Public liability	R50 000	Removal of support	R50 000	SASRIA	Standard SASRIA wording	0.1% of the Contract Value of the specific contract subject to a minimum of R2 500 and a maximum of R25 000 in respect of each and every theft or loss	
Policy	In respect of Loss or Damage to	Deductible																						
Construction All Risk	Earthworks	R500 000																						
	Major	R500 000																						
	Theft	R500 000																						
	Testing and Commissioning	R500 000																						
	Any other cause	R250 000																						
	Public liability	R50 000																						
	Removal of support	R50 000																						
SASRIA	Standard SASRIA wording	0.1% of the Contract Value of the specific contract subject to a minimum of R2 500 and a maximum of R25 000 in respect of each and every theft or loss																						
	<div><div></div><div><h2>8 Risks and insurance</h2><h3>84.1 The Employer provides these insurances from the Insurance Table</h3><div><div>1 Insurance against:</div><div>Loss of or damage to the <i>works, Plant and Materials</i> is as stated in the Insurance policy for Contract Works/ Public Liability.</div></div><div><div>Cover / indemnity:</div><div>to the extent as stated in the insurance policy for Contract Works / Public Liability</div></div><div><div>The deductibles are:</div><div>as stated in the insurance policy for Contract Works / Public Liability</div></div></div></div>																							



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		2 Insurance against:		Loss of or damage to property (except the <i>works</i> , Plant and Materials & Equipment) and liability for bodily injury to or death of a person (not an employee of the <i>Contractor</i> ) arising out of or in connection with the performance of the Contract as stated in the insurance policy for Contract Works / Public Liability	
		Cover / indemnity		Is to the extent as stated in the insurance policy for Contract Works / Public Liability	
		The deductibles are		as stated in the insurance policy for Contract Works / Public Liability	
		3 Insurance against:		Loss of or damage to Equipment (Temporary Works only) as stated in the insurance policy for contract Works and Public Liability	
		Cover / indemnity		Is to the extent as stated in the insurance policy for Contract Works / Public Liability	
		The deductibles are:		As stated in the insurance policy for Contract Works / Public Liability	
	4 Insurance against:		Contract Works SASRIA insurance subject to the terms, exceptions and conditions of the SASRIA coupon		
	Cover / indemnity		Cover / indemnity is to the extent provided by the SASRIA coupon		
	The deductibles are		The deductibles are, in respect of each and every theft claim, 0,1% of the contract value subject to a minimum of R2 500 and a maximum of R25 000.		
			12. RFP P259/458	Pro-forma Performance Bond (for use with Option X13)	
			Please clarify is it acceptable for the Pro-forma Performance Bond to be submitted with an addition phrase: The ultimate issuance of the Performance Guarantee is subject to the Bank's internal approval		



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			processes as well as prior agreement as to the provisions of the Performance Guarantee between Transnet, the Tender and the Bank.	
28	05/04/2024	Commercial	There is an upper limit on words input here. So should we send our questions to your email address for clarification: tenderenquiriespdu@transnet.net.	Clarifications may be sent to tenderenquiries <a href="mailto:pdu@transnet.net">pdu@transnet.net</a> .  Tenderers are to note the last day for clarifications is five (5) working days prior to the closing date.
29	05/04/2024	Commercial	In order to ensure the high quality of the bid proposal, we'd like to ask for a two-month extension of the bid submission deadline, specifically say to June 19th 2024.	Refer to #23 above and <b>Addendum #3</b> . The new closing date is 30 April 2024. No further extensions will be granted.
30	05/04/2024	Commercial	The tender preparation process encounters several public holidays, which cause delays from local (EME/QSE) suppliers and subcontractors. To ensure you have a high-quality tender submission, we request you kindly consider extending for a further four weeks.	Refer to #23 above and <b>Addendum #3</b> . The new closing date is 30 April 2024. No further extensions will be granted.
			<p>In the Environmental Authorisation document, we cannot find anything mentioned about overflowing, but in the EIA following is stated:</p> <ul style="list-style-type: none"> <li>• <i>Page 33 - In addition, choking of the dredge hopper overflow is also suggested so that the fluid level in the hopper is maintained and as a result no air is taken down with the suspension leaving the hopper.</i></li> </ul>	



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			<ul style="list-style-type: none"> <li>• <i>Page 34 - he dredges hopper overflow will be choked with a fully automated computerised process controller to ensure that there is a constant fluid level in the hopper is maintained and thus no air is taken down with the suspension. This has been shown to significantly decrease turbidity in surrounding waters.</i></li> <li>• <i>Page 67 - The dredge hopper overflow will be choked with a fully automated computerised process controller that can ensure dynamic adjustment of the valve in the overflow funnel which chokes the flow in such a way that a constant fluid level in the hopper is.</i></li> <li>• <i>Page 103 - Choking the dredge hopper overflow with a fully automated system is also recommended. In this scenario, a computerised process controller ensures dynamic adjustment of the valve in the overflow funnel which chokes the flow in such a way that a constant fluid level in the hopper is maintained and, as a result, no air is taken down with the suspension leaving the hopper. This results in a significant decrease in turbidity.</i></li> </ul> <p>From the EIA it is understood that overflowing is allowed, as long as the flow of water leaving the overflow tube is “choked” meaning the use of a ‘green valve’ in the overflow. The Green Valve reduces the air</p>	<p>Refer to #17 above.</p>
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			<p>entrainment and therefore sediments and fines sinking to the seabed and reduce the turbidity.</p> <p>We request Transnet to allow overflowing with the system of "choking"/green valve in line with the EIA, since prohibition of overflowing has a serious negative commercial effect on the dredging portion of the works.</p>	
31	10/04/2024	Commercial	<p>We are currently busy working with this bid and have appreciation for the depth and magnitude of the project. In this regard we want to ensure that we tick all the boxes and the compilation of a very value adding bid.</p> <p>It would therefore be appreciated if you could kindly consider another extension for at least another two weeks.</p>	<p>Refer to #23 above and <b>Addendum #3</b>. The new closing date is 30 April 2024. No further extensions will be granted.</p>
32	11/04/2024	Technical	<p>According to the Supplier of the Syncrolift Equipment, the equipment to be used is not Syncrolift and the term to be used should be "Shiplift". Syncrolift is a registered trademark and is to be corrected in the documents to "Shiplift".</p> <p>Please clarify.</p>	<p><b>The Tenderer must provide a lifting platform that meets the requirements for its intended purpose for the project as described in the Works Information.</b></p>
33	11/04/2024	Commercial	<p>Regarding a Joint Venture, is it ok to submit one letter of intent (for 1 company) or both JV partners need to submit 2 separate letters of intent?</p> <p>Because the bank can't give us a letter of intent for the JV company since the other company is not their client,</p>	<p><b>One Letter of intent is acceptable.</b></p>

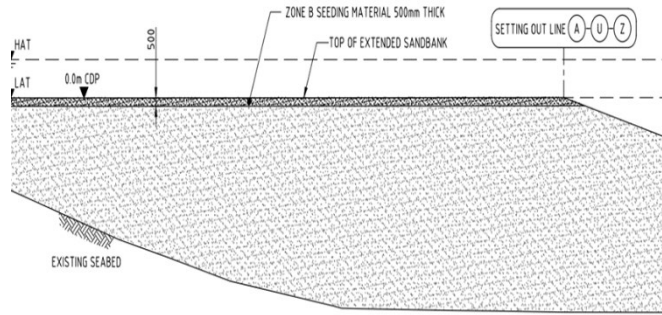


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			so do we submit 2 letters of intent from 2 companies or 1 letter of intent for 1 company is still ok?	
34	17/04/2024	Technical	<p><u>Clarification 1:</u> Please clarify the areas where the Trailing Suction Hopper Dredger cannot work in overflow loading. Whether overflow loading is allowed in the sand winning site?</p> <p><u>Clarification 2:</u> MMD1A1-02 (magnetometer hit within Area 1) – 30m long metal trawler known as Stuart's wreck; and.....</p>  <p>It is known that there is a wreck within the dredging area that threatens the safety of the dredging equipment and affects the dredging work.</p> <ul style="list-style-type: none"> <li>• Please clarify whether the removal of the wreck is the responsibility of the contractor?</li> <li>• If the contractor is responsible for removing the wreck, please indicate the area where the wreck will be disposed of.</li> </ul>	<p>Refer to #17 above.</p> <p>No, Refer to #8 above.</p> <p>This is not applicable.</p>



**Durban Container Terminal Berths 203 to 205 Reconstruction, Deepening and Lengthening**  
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		<p><u>Clarification 3:</u> Does the expansion of the sandbar include the construction of a 500mm thick seeding layer on the surface of the reclamation area?</p>  <p><u>Clarification 4:</u> Can you provide information on underground pipelines in the lifting area ?</p> <p><u>Clarification 5:</u> Please clarify whether there is any resources fee for the sand from the sand winning site, or the sand is free.</p>	<p>Yes</p> <p>All the existing drawings were shared with the bid document and uploaded in the National Treasury as well as Transnet portals.</p> <p>The sand will be sourced from the sand winning site at no cost.</p>