

**TPT/2023/10/0007/46010/RFP – iCLM HQ 803/TPT**

**PROVISION OF DRIVING, HANDLING, HOUSEKEEPING, CAR WASH, BARCODE SCANNING AND SURVEYING SERVICES OF IMPORT, EXPORT AND TRANSSHIPMENT VEHICLES (NEW & USED) INCLUDING ABNORMAL VEHICLES (HIGH AND HEAVY) AND RELATED CARGO THERETO INCLUDING CARGO REQUIRING SPECIALISED EQUIPMENT FOR TRANSNET SOC LTD (REG. NO. 1990/000900/30) OPERATING AS TRANSNET PORT TERMINALS (HEREINAFTER REFERRED TO AS "TPT") AT EAST LONDON, DURBAN & PORT ELIZABETH RORO TERMINALS FOR A PERIOD OF 3 (THREE) YEARS, ON AN AS AND WHEN REQUIRED BASIS.**

No	Clarifications	Response
1	<p>I have raised a question on the below tender for Port Elizabeth and East London Car Terminal on whether a stevedoring license is required and TPT responded in the briefing session held 24 June 2021 to my question as per attached; Question:- Please confirm if a Stevedoring license is required for this RFP.</p> <p>Answer to the bidder's question in 2021 was: - stevedoring license is not required.</p> <p>The new RFP with Durban Terminal included with PE and EL, the technical requirement has now changed, now TPT require on-board (vessel) driving services experience which only a license stevedoring company will have.</p>	<ul style="list-style-type: none"> <li>• The stevedoring automotive licence is required in order to comply with section 57 of the National Ports Act, and it is TNPA requirement across all terminals for the services providers to be in possession of Automotive stevedore licence.</li> <li>• The requirement for a stevedoring licence is informed by our contracts and requirements from our customers.</li> </ul>
2	<p>Previously TPT did not require a stevedoring license for PE &amp; EL and the new 2024 RFP states TPT intend to appoint one (1) service provider per terminal (East London, Port Elizabeth and</p>	<p>Bidders must note that the stevedoring service is a core business for TPT hence "On board (VESSEL) driving experience" is required as part of the technical evaluation which is applicable to all 3 terminals.</p>

	<p>Durban) so why is the technical evaluation based on Durban Terminal? I would like clarity on this</p> <p>we do have a Auto Stevedoring License with TNPA however we do not have "On board (VESSEL) driving experience".</p>	
3	<p>We are forming a Joint Venture with a company that does direct business with all major OEMs and all OEMs mentioned in yesterday's briefing session within the same scope of work as required in the Port of PE and the Port of EL which we will be tendering for, our JV Partners has more then double the years experience required by TPT with a proven track record with references directly from OEMs. hence my question was why is the port of port Elizabeth and the port of East London requiring "On board (Vessel) driving experience when there is no " On board vessel driving at the Port of PE and the Port of EL as per the previous RFP for the (two) Terminals that didn't require a stevedoring license at all on previous RFP as there are no stevedoring work being carried out for these two terminals except for the Port of Durban.</p>	<p>Before the scopes are drafted and approved TPT looks at the requirements of its customers so that they can be included into the scope, The on-board vessel is included to cater for customers' requirements in Port Elizabeth; East London and Durban.</p>
4	<p>Would like to request an urgent site visit at Durban Car Terminal before we submit our tender documents as this would give us a better Insite on the operations.</p> <p>We would appreciate your prompt response.</p>	<p>Addendum 1 was issued on the 11th July 2024 to the public affording all bidders an opportunity to conduct inspection. The site visits were held on the 12th July 2024</p>
5	<p>This clarification 1. refers to the Subcontracting percentage on RFP Docs a maximum of 25% is asked however in the briefing they asked for maximum of 30%</p>	<p>Section 9 on the RFP, The minimum requirement is 30% of the contract value</p>

6	As E-London provides a training vehicle, will other port also provide this. Especially left hand drives.	<ul style="list-style-type: none"> <li>The left-hand drive vehicles are provided on request by customers at EL for training not TPT however services provider to have training facilities and equipment for left hand drive training.</li> <li>Durban &amp; Port Elizabeth do not have a training vehicle therefore service provider to have facilities and equipment for left hand drive training.</li> </ul>
7	In Durban Port we will be required to work ship & Shore, hence stevedore licence is required. In P Elizabeth & London there's only shoreside operations. Why is it compulsory to have a licence in those Ports	<ul style="list-style-type: none"> <li>The stevedoring automotive licence is required in order to comply with section 57 of the National Ports Act, and it is TNPA requirement across all terminals for the services providers to be in possession of Automotive stevedore licence.</li> <li>The requirement for a stevedoring licence is informed by our contracts and requirements from our customers.</li> </ul>
8	Public Liability Cover not less than R80 000 000 - Is this minimum value of R80 000 000 cover required per terminal?	Yes, this is minimum cover per terminal
9	Equipment for PE - Shipping lines appoint their own stevedores so from the Service Provider, only terminal driving services are required, Why would there be a need for equipment? Eg goosneck and terminal tractor?	<ul style="list-style-type: none"> <li>Requirement is informed by our contracts and requirements from our customers.</li> </ul>
10	Volumes for East London - Please can we have clarity on these volumes as they do not match the MBSA forecasted volumes?	These are estimated volumes.
11	Price List for East London - Some services required are done by MBSA service provider, do we still quote on those services?	Yes, you must quote on those services, since it's an as and when required contract, Price list cater for future needs

12	CONTRACTOR COMPLIANCE FILE (pages 167- 171) -What are the requirements for this document from Service provider side as these are not mentioned on the returnable?	Bidder to acknowledge that they have read and understood the SHE requirement.
13	SECTION 10: CERTIFICATE OF ATTENDANCE OF NON-COMPULSORY RFP BRIEFING (page 54) - Who do we send this to and when? Does this signed copy from transnet from transnet to be part of our RFP submission?	Certificate to be attached with the tender pack.
14	Payment Claim History Letter from Transnet: Do we request this letter from Ntando Ngongoma – Ntando.ngongoma@transnet.net?	Yes, the letter must be requested from Ntando Ngongoma
15	What is the planned start date of the contracts? For each terminal	The current contract is expiring soon and once this tender process has been concluded the new contract will commence immediately for all terminals.
16	What capacity tug master is required? For each terminal	60 tons.
17	The RFP includes on-board (vessel) driving services experience which only a licensed stevedoring company will have. Previously TPT did not require a stevedoring license for PE & EL. (This requirement looks like its designed for Port of Durban and automatically gives advantage to a company that has worked at Port of Durban.	<ul style="list-style-type: none"> <li>The stevedoring automotive licence is required in order to comply with section 57 of the National Ports Act, and it is TNPA requirement across all terminals for the services providers to be in possession of Automotive stevedore licence.</li> <li>The requirement for a stevedoring licence is informed by our contracts and requirements from our customers.</li> </ul>
18	What is the obligation of the winning bidder to the local community as the tender is not explicit on the specific goals.	The specific goals states that a supplier must sub-contract 30% of the value of the contract to 51% Black Owned EMEs and QSEs. Though it is not explicitly

		stated, it is preferred and highly encouraged that the businesses that the bidder sub-contracts to should be locally based businesses to increase the economic participation of the local suppliers.
19	Equipment Requirement <ul style="list-style-type: none"> <li>• will a 28 Ton Forklift be sufficient for the operations?</li> </ul>	The requirements are for 18 and 32 tons, please refer to the scope of work.
20	Planning Requirements: <ul style="list-style-type: none"> <li>• is the service provider expected to plan yard allocations as well as driver allocations?</li> </ul>	This is correct, the service provider is expected to plan yard allocation and driver allocations in adherence to the productivity levels as per scope of work
21	Diesel & Jumpstart Requirements <ul style="list-style-type: none"> <li>• Is the service provider to provide Diesel for the operations?</li> <li>• Can quantities expected be shared with the team?</li> </ul>	No, service provider is not responsible for this cost. <ul style="list-style-type: none"> <li>• In DBN - Transnet source Diesel.</li> <li>• In PE &amp; EL the OEM/Customer supplies diesel.</li> </ul>
22	Claims: <ul style="list-style-type: none"> <li>• Can a history of claims / nature of claims be shared with us?</li> </ul>	As per Scope of work, bidder to submit confirmation letter issued by Transnet Port Terminals GM Legal, Risk & Compliance Office stating that service provider has no outstanding claims before or on the tender closing date. As stated in the RFP document the letter must be requested from Ntando Ngongoma email address: <a href="mailto:ntando.ngongoma@transnet.net">ntando.ngongoma@transnet.net</a>
23	Service Provider / Driver facilities: <ul style="list-style-type: none"> <li>• Are there any facilities for drivers to leave their personal belongings before shift start (locker facilities)</li> </ul>	<ul style="list-style-type: none"> <li>• In PE there are no lockers, Service providers must provide should there be a need. In PE 12M mobile home is available.</li> <li>• EL - 6M mobile empty container is available with no lockers. (Option-TPT does have 12M mobile container with ablution for office use at a determined price)</li> <li>• DBN - Mobile home is available with no lockers, service provider to provide additional should there be a need.</li> </ul>

24	<p>With regards to the rate charges per vehicle. I understand where TPT are coming from when they say that a service provider may create unnecessary moves when operations are at low volumes. However, it makes it difficult to price even after seeing the operations/ site as when additional moves are requested by TPT, how do you incorporate this as one price on our bid. This can cause the service provider to supposedly price too high and be at risk of not being in the running (the bid states that 90% is pricing). Another concern is pricing too low and then being under prepared for additional requests by TPT. My humble suggestion is that this be re-assessed in terms of circumstances that are out of the norm only, e.g when the port is full to capacity and TPT may request additional moves outside of the normal/ standard operation. It was mentioned at the site visit that the vehicles do have a systematic tracking system so maybe this can be used to assess if a vehicle is moved unnecessary or legitimately due to a request from TPT. I do understand that TPT has the autonomy to make a decision that they feel is best and respect that. However the plea is for this to be considered as it gives the service provider better clarity in pricing and planning purposes for optimum service delivery.</p>	<ul style="list-style-type: none"> <li>• All the terminals have an operating system which is used to efficiently plan the yard with minimum unnecessary moves.</li> <li>• As per Scope of work with all the requirement for this tender and pricing schedule and the total costs must include all the moves and any other requirements for this tender.</li> <li>• Terminal has integrated stack management with service providers, stack opening and closing are determined by vessels Expected Time of Arrival and with back of ports integrated into terminal planning. Units are received at per berth planning and allocation to avoid rehandles. Terminal has achieved 99% non-rehandle of units</li> </ul>
25	<p>If lashing is required on board the vessel, who will supply the lashing materials?</p>	<p>The shipping supplies the lashing materials.</p>
26	<p>Who supplies the stickers, reflectors, jumpstart kits for non-starters etc for the adhoc work as these are additional costs to factor in</p>	<p>The service provider to provide.</p>
27	<p>Will there be a requirement to take on employees from the existing service provider.</p>	<p>There is no requirement from Transnet for the service provider to take on employees from the current service provider as the newly appointed</p>

		bidder/services provider will be required to conduct their own vetting process. Service provider to be wary during the intake as they are employees who were banned from the terminal due to different causes outcomes.	
28	Can you please give me an indication of the distances to be travelled for the bottom processes?	G site to terminal	+/- 1.5
		FI to boom gate (MBSA) - exports	+/- 100m
		Boom gate to car terminal - exports	+/- 800m
		Internal moves	Varying based on operations e.g. stacking behind or in front of each vehicle; filling gaps within parking lots.
		TPT to Quay - exports - pre staging	+/- 50m
		Quay to TPT - imports	+/- 50m
		Campaign moves (term to FI & FI to term)	+/- 800m
29	Can you also please tell me if the vehicles that leave the MBSA yard, do they go through a security process at the gate?	From MBSA boom gate, units enroute straight to the terminal. No involvement of security on the road. Security is involved when unit arrived at terminal, security takes unit's details.	
30	How long does this take?	From MBSA to terminal is approximately +/- 800m distance. For security taking details of the units, it's approximately +/- 3mins or less	
31	For the annual volume forecast estimates for the below processes, can we assume that these can be processed as an average rate per day, and that only the loading and offloading	Yes, efficiency is based on offloading and loading of the vessel. Its should be noted that annual volumes are based on estimate and may vary based on variance in demand.	

	of the vessels requires maximum capacity of 200 units per hour?	
32	How many vehicles on average gets loaded per vessel?	<p>Average volumes are not usually used as we cannot predict demand. Below are the actual volumes as an indication on what to expect.</p> <p>Like in April we shipped – 10230 units.</p> <p>May was 4565 units.</p> <p>June – 9188 units</p>
33	How many vessels gets received per month on average?	<p>The monthly average for the previous two months in 2024 are below as an example.</p> <p>May month we had 8 vessels.</p> <p>June was 10 vessels</p>