

**PROVISION OF PROFESSIONAL SERVICE FOR THE FEASIBILITY AND DETAILED DESIGN INCLUDING PROCUREMENT
SUPPORT AND SUPERVISION FOR BAYHEAD AND LANGEBOEG ROAD UPGRADE, AT THE PORT OF DURBAN
TNPA/2024/01/0002/53232/RFP
REV02**

U	Reference	Date Received	Clarification Required	TNPA Response
PRE-TENDER CLARIFICATION MEETING QUERIES				
1	Technical	03/04/2024	Q5. of the clarification meeting: Have some approvals been obtained from environmental side and water and sanitation? .	A5. Environmental screening was conducted and suggested that only the basic assessment will be required. Refer to Addendum #01
2	Technical	03/04/2024	Q6. of the clarification meeting: Was the water use license done?	No, as part of the scope the consultant is required to establish and obtain the required environmental permits and licences among other things.
3	Technical	03/04/2024	Q12. of the clarification meeting: Key Persons Evaluation (Page 39) Qualifications of Electrical Engineer are listed under Geotechnical Engineer?	A12. This is a typo error and has been corrected. Refer to Addendum #01
4	Technical	03/04/2024	Q13. of the clarification meeting: Score of 40% was awarded to a minimum level of experience (Page 40)	This is referred to in page 41 of the RFP and is correct in terms of CIDB regulations you cannot grant zero (0) points if information is submitted however does not meet the minimum requirements which is twelve (12) and ten (10) years respectively.
5	Technical	03/04/2024	Q16. TO3 refers to Level 3 Monitoring, but Level 3 Monitoring is part-time monitoring and the clause you referred to is level 4?	We have rectified, as what we require is full-time construction monitoring. Please refer to the following corrected pages of the RFP which now refer to level 4 construction monitoring Addendum #01

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6	Technical	03/04/2024	<p>With regards to today's briefing as per RFP</p> <p>Kindly advise if you have any Survey documents , Transport documents and Geotech documents done .</p>	<p>Refer to Addendum #01 for the existing land survey information documents as listed in Annexure #02.1 Bayhead and Langeberg Roads Information drawings register and contained in folder Annexure #02 Bayhead and Langeberg Roads Information loaded onto the e-tender and Transnet advertising portal as addendum to this RFP due to size of folder</p>
7	Technical	04/04/2024	<p>As per instruction at the Clarification Meeting held on the 3rd of April 2024, we hereby requests the following information to be furnished to the tenderer to enable correct completion of RFP :</p> <p>TNPA/2024/01/0002/53232/RFP.</p> <ul style="list-style-type: none"> • Environmental screening Report • WULA Approvals • Traffic Impact Assessments <p>Geotechnical Reports</p>	<p>Refer to Addendum #01 for the existing information/ documents as listed in Annexure #02.1 Bayhead and Langeberg Roads Information drawings register and contained in folder Annexure #02 Bayhead and Langeberg Roads Information loaded onto the e-tender and Transnet advertising portal as addendum to this RFP due to size of folder</p>
8	Technical	05/04/2024	<p>The tender briefing with respect to the abovementioned RFP held on Wednesday 4th April 2024 refers.</p> <p>Reference was made at the briefing to information on previous work undertaken that was available to tenderers.</p> <p>They were not included in the RFP document, and therefore a request is made for the following documentations:</p>	<p>Refer to Addendum #01 for the existing information/ documents as listed in Annexure #02.1 Bayhead and Langeberg Roads Information drawings register and contained in folder Annexure #02 Bayhead and Langeberg Roads Information loaded onto the e-tender and Transnet advertising portal as addendum to this RFP due to size of folder</p>

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			<ol style="list-style-type: none"> Any existing prefeasibility study reports relating to the upgrade of Bayhead Road and Langeberg Road. The environmental scoping report for the above (as referred to at the briefing). Existing geotechnical information / reports relating to the area affected (as referred to at the briefing). Any existing layouts available of the above roads. <p>These are critical in order for lump sum prices for the tasks listed in the pricing schedule to be prepared and therefore your soonest response would be appreciated.</p>	
9	Technical	05/04/2024	<p>As per instruction at the Clarification Meeting held on the 3rd of April 2024, we hereby requests the following information to be furnished to the tenderer to enable correct completion of RFP: TNPA/2024/01/0002/53232/RFP.</p> <ul style="list-style-type: none"> Environmental screening Report WULA Approvals Traffic Impact Assessments Geotechnical Reports 	Refer to Addendum #01 for the existing information/ documents as listed in Annexure #02.1 Bayhead and Langeberg Roads Information drawings register and contained in folder Annexure #02 Bayhead and Langeberg Roads Information loaded onto the e-tender and Transnet advertising portal as addendum to this RFP due to size of folder
10	Technical	05/04/2024	<ol style="list-style-type: none"> Could you please help us by providing some clarity on traffic studies? 	

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			<ul style="list-style-type: none"> • Must the modelling be undertaken in AIMSUN, and what is the extent of the envisaged model area (full road network description – from /to each which intersections)? • Can SIDRA 9.0 with network analysis functionality be used instead on AIMSUN? • Is any EMME modelling updates required, or will the existing eThekwini model be supplied to extract the 10 and 20 year demand volumes • What is meant with rationalization of the Bayhead and Langeberg signalised intersections? Does the City require the number of signals to be reduced? <p>2. Regarding the key personnel for the Civil Engineer position, while only one person is required, the scope of services includes Pavement, Geometrics, and Traffic activities. As a result, we need three engineers for each of these activities. Can we attach three engineers specifically for each</p>	<p>Yes, the modelling must be undertaken in AIMSUN. The extent of the study area has been provided in section 2 of the Site Information. Refer to addendum #01.</p> <p>No, SIDRA 9.0 cannot be used in place of AIMSUN. SIDRA may however be used to supplement the AIMSUN outputs.</p> <p>eThekwini will grant access to the existing model, so no updates required from the Consultants.</p> <p>Rationalisation of traffic lights means analysing the current signal timing and provide recommendations if the timing needs to be improved to increase traffic flow</p> <p>You may add additional personnel to your organogram which also forms part of the evaluation however only one key Civil Engineer position will be evaluated in accordance with the stipulated requirements contained within returnable schedule T2.2-02</p>
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			activity? (Please refer to T2.2-02 Evaluation Schedule page 4.	
11	Commercial	04/04/2024	Kindly assist with a signed certificate of attendance TNPA/2024/01/0002/532323/RFP held on the 3rd of April 2024. You did sign it on the clarification meeting, but I mistakenly put a subsidiary company instead of the main holding company/group	Your tender will be acceptable if the tenderer is able to confirm/evidence with their submission documents that the subsidiary company is part of the main holding company/group of companies.
12	Commercial	10/04/2024	Due to the extended long weekend during Easter and the clarification meeting only being held on 3 April 2024 we feel that the time will be insufficient to compile a comprehensive tender by the Tender Submission date of 23 April 2024 we request extension.	<p>We did factor in the Easter Long weekend and have allowed for 21 working days to complete and submit the bid which is fair and reasonable however your request has been granted. The new closing date for Tender submissions is 7th May 2024 at 16h00.</p> <p>No late submissions will be accepted. Tenderers are to note revised last day for questions – Five working days i.e. [Monday 29th April 2024] before the closing date, that no further requests for an extension to this date will be granted. Refer to Addendum # 01.</p>
13	Commercial	10/04/2024	Please kindly advice if there is an addendum that was published for the Provision Of Professional Service For The Feasibility and Detailed Design Including Procurement Support and Supervision For Bayhead and	Refer to Addendum #01 as emailed 16th April 2024 and published on e-tender and Transnet advertising portals.

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			Langberg Road Upgrade, at the Port of Durban, contract No: TNPA/2024/01/0002/53232/RFP	
14	Commercial	11/04/2024	<p>With reference to the above-mentioned RFP issued on 22 March, we have taken note of your directive regarding the limited consideration for extensions of time without justifiable cause.</p> <p>However, we respectfully submit this request for an extension to ensure the submission of a thoroughly refined and comprehensive bid. Due to the Easter break, many of our key experts critical to the preparation of our submission were away and their absence had an impact on our ability to prepare our submission.</p> <p>We sincerely appreciate your consideration of our request and eagerly await your response.</p>	<p>We did factor in the Easter Long weekend and have allowed for 21 working days to complete and submit the bid which is fair and reasonable however your request has been granted. The new closing date for Tender submissions is 7th May 2024 at 16h00.</p> <p>No late submissions will be accepted. Tenderers are to note revised last day for questions – Five working days i.e. [Monday 29th April 2024] before the closing date that no further requests for an extension to this date will be granted. Refer to Addendum # 01.</p>
15	Technical/ commercial	15/04/2024	1. Is teaming agreement acceptable instead of subcontracting agreement?	<p>The RFP clearly stipulates the requirements with respect to the tendering entity: Refer page 70 of the RFP “A trust, consortium or joint venture (including unincorporated consortia and joint ventures) must submit a consolidated B-BBEE Status Level verification certificate for every separate bid.”</p> <p>If your query relates to 30% subcontracting/sub-consulting specific goals contained in the tender a</p>

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			<p>2. Page 39: (T2.2-02) Evaluation Schedule</p> <p>2.1. Electrical Qualification required for Geotech Specialist.</p> <p>2.2. Page 41: Score awarded to key personnel not meeting the minimum years of experience (<12 years for Key Staff; and <10 years for Support Staff).</p> <p>3. Are there specific locations for traffic counts (40), public transport survey (1) and pedestrian surveys (2)</p> <p>4. Page 158: (C2.3) Task Schedule</p> <p>4.1. Task Order 1: Is item 1.1 priced separately from others (This task is greyed)</p> <p>4.2. How do we price for construction if widening will only be finalised after the TIA?</p> <p>5. Page 184: Task Order 3 requires Level 3 monitoring, which requires Part-time presence onsite. However, the referenced clause</p>	<p>teaming agreement or letter of intent of the same with both parties signing the same on the same day will be accepted for tendering purposes only, however upon appointment of the preferred bidder TNPA would require back to back NEC PSC contracts.</p> <p>2.1 Refer to clarification item 3 above</p> <p>2.2 Refer to clarification item 4 above</p> <p>3.No, these will be defined by the Consultant in consultation with eThekweni Municipality.</p> <p>4.1 This was clarified in Clarification meeting minutes greyed areas are not to be priced only price and item that contains a unit i.e. SUM</p> <p>4.2 The Consultant to price based on one additional lane on each carriageway.</p> <p>5. Refer clarification Item 5 above.</p>
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			<p>(Section 3.3.2(6)(d) of the ECSA Guideline Scope of Service and Tariff of Fees, 2010; refer to Level 4 monitoring which requires full time presence on site. Which one do we price for?</p> <p>6. Role of NEC Supervisor / Resident Engineer:</p> <p>6.1. Does the request for a senior project manager entail the identified resource to undertake any of the project management roles in terms of the NEC's duties and responsibilities?</p> <p>6.2. Is there a reason as to why the NEC supervisor is not paired with the Senior project manager but is paired with the resident engineer? The query being raised is due to the below explanation</p> <ul style="list-style-type: none"> The Resident Engineer and the Supervisor serve two critically different functions in construction projects. The Resident Engineer focuses on the overall management of the project, including coordination, communication with stakeholders, and decision-making regarding project execution. This role requires a broad oversight that spans the entire project lifecycle. 	<p>6.1 Yes however a request was for the provision of an hourly rate in case this function may be required.</p> <p>6.2 TNPA require the resident Engineer to fulfil the role of the Project Supervisor, the senior Project manager and the resident Engineer will ultimately be paired and perform their respective functions as and when required.</p>
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			<ul style="list-style-type: none"> · On the other hand, the Supervisor's primary responsibility is NEC quality control. This includes monitoring the work for compliance with the NEC contract specifications, identifying any defects, and ensuring that all aspects of the work meet the required standards. · The independence of the Supervisor is crucial as it allows for an unbiased assessment of the project quality, which is essential to safeguarding the interests of all stakeholders involved. Merging these roles could lead to potential conflicts of interest and might compromise the impartial oversight necessary for rigorous quality assurance. The separation also ensures a balance of power in project administration, promoting transparency and accountability. <p>7. Annexure 10 is noted as a Feasibility Study Phase Manual; however the attached document is the Prefeasibility Study Manual.</p> <p>8. Pricing Data: The ToR refers to NEC Option G for pricing. Please provide reference to the referenced option G the NEC guide only has Options A-F.</p>	<p>7.Refer Addendum#01 Annexure#11</p> <p>8.Refer NEC PSC (Professional Services Contract) option G/term contract.</p> <p>9.Experience to be measured from the pre-requisite qualification i.e. BTech/BSc . Note experience has to be relevant i.e. roads and bridges</p>
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			9. Key Resource Experience: For resources whose initial qualification was a National Diploma, and later upgraded to BTech/BSc, will experience be measured from minimum qualification (ie. BTech) or as overall experience (ie. from National Diploma)?	
16	Technical/ commercial	17/04/2024	<p>Please can we receive clarity on the following query:</p> <p>T2.2-08: Authority to submit a tender Under this sub-section, There isn't a category for Close Corporations, Kindly advise if one can be provided or if we should complete the one provided for a company?</p> <p>T2.2-24: Form of Intent to provide a performance Guarantee Kindly advise if this is required to be filled in during the tendering stage? From our experience we understand that this is only a requirement post-award. Kindly confirm.</p>	<p>Close Corporations can utilise the section for a company</p> <p>This is a commitment of intent to be filled in at tender stage. The actual supply of the performance guarantee is a requirement post-award</p>
17	Commercial	17/04/2024	<p>Please may you advise if the above tender closing date will be extended.</p> <p>Furthermore, I keep getting notices that there is information posted on the Transnet website (we logged an intent to submit) however nothing is there.</p>	Refer to Addendum #01 dated and issued on 17th April 2024.

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18	Technical/ commercial	17/04/2024	Please confirm if you will be issuing Addendums and if the closing date will be extended.	Refer to Addendum #01 dated and issued on 17 th April 2024.
19	Technical/ commercial	16/04/2024	<p>Is there a specific format/template or other requirements regarding the socio-economic impact assessment?</p> <p>What specific socio-economic impacts are required?</p>	<p>TNP do not have any specific format/template or other requirements regarding the socio-economic impact assessment?</p> <p>With regards to specific socio-economic impact requirements you are required to include all potential socio-economic impacts that will emanate from the proposed development, including but not limited to the following:</p> <ol style="list-style-type: none"> 1. INTRODUCTION 2. PROJECT CONTEXTUAL OVERVIEW 3. SOCIO-ECONOMIC OVERVIEW 4. SOCIO-ECONOMIC BENEFITS <ul style="list-style-type: none"> • Benefits realization using BRM (Benefits Realisation Methods) techniques through capex, opex and revenue streams arising through the upgrade of these roads projects viz: <ul style="list-style-type: none"> o Job creation; o Skill development and Transfer; o Sector Transformation and access to targeted groups;

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				<ul style="list-style-type: none"> o Potential job allocation to youth, women and physically challenged persons; o Contributory Impacts on GDP growth both local and national; o Upstream and downstream economic value creation (both direct & indirect as well as Back of Port (BoP)) arising from the implementation of this project; o Community well-being in terms of reduced pollution, carbon footprint reduction, hygiene matters of the immediate environment, lower traffic congestion and access to recreational facilities; • Recommendations with KPI's that are tangible for measurements of benefits pre-construction, during the construction and operation phases • Identification of the benefactors <p>5. IDENTIFICATION AND ASSESSMENT OF IMPACTS</p> <p>6. RISK IDENTIFICATION</p> <p>7. IMPLEMENTATION FRAMEWORK</p> <p>8. CONCLUSION AND RECOMMENDATIONS</p>
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			<p>Is it possible to increase the maximum length of the Approach paper to 10 pages?</p> <p>We have not yet received addendums to the ToR as well responses to some of the questions raised during the briefing. What is the earliest possible time for these and will there be an extension of submission to accommodate related changes?</p>	<p>These studies are usually conducted by specialist development economists.</p> <p>5 pages are sufficient</p> <p>Refer to Addendum #01 dated and issued on 17th April 2024.</p>
20	Commercial	16/04/2024	<p>Please advise on the addendum loaded for TNPA/2024/01/0002/53232/RFP</p> <p>There are changes for the bid TNPA/2024/01/0004/53055/RFP.</p>	<p>Please be advised that addendum #01 TNPA/2024/01/0004/53055/RFP. Was incorrectly loaded to TNPA/2024/01/0002/53232/RFP on 16th April 2024. Please ignore if you have downloaded This has now been removed from incorrect Tender and loaded to the correct Tender.</p>
21	Commercial	17/04/2024	<p>Please confirm if you will be issuing Addendums and if the closing date will be extended.</p>	<p>Refer to Addendum #01 dated and issued on 17th April 2024.</p>
22	Commercial	22/04/2024	<p>We refer to Clause: Z7 Consultant's Responsibility for the Design on page 143 of the RFP of the above tender.</p> <p>" The Consultant shall be fully liable and responsible for the engineering design as Annexed to the Scope, which was produced and provided by Others. The Consultant shall not provide an alternate design..."</p>	

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			Please confirm that this clause is correct as it is our understanding that the Consultant will have to provide new designs for the upgrade of Bayhead and Langeberg roads?	The clause is incorrect and has been struck through, therefore not applicable. Refer Addendum #02
23	Technical	22/04/2024	Looking at the requirements below for the personnel required, I wanted to ask if Bachelor of Engineering would be sufficient to meet the criteria or must be strictly BSc/BTech/N.Dip. only	Bachelor of Engineering (BEng) will be accepted. According to ECSA, BEng and BSc(Eng) are both at NQF Level 8. Refer to Addendum #02
24	Technical	26/04/2024	<p>With regards to the above-mentioned tender, could you assist with the following:</p> <ol style="list-style-type: none"> 1. Map or boundary area to be covered in the flood risk map/plan. 2. Annexure 11 (old annexure 10) still shows the Prefeasibility manual instead of the feasibility study manual. 3. Prefeasibility report shows that the traffic assessment was conducted 	<ol style="list-style-type: none"> 1. The Consultant is required to define the extent of the flood risk plan taking into account eThekweni Municipality 1:50 year flood Line for the canals crossing Bayhead road. 2. Please refer to folder Addendum 1.zip which contains a zipped folder Annexure 1-12 which contains a PDF document Annexure 11_PLP Feasibility Study Phase Manual Draft. This document is loaded onto the e-tender portal and the Transnet tenders portal as per Addendum #1 issued on 17th April 2024

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			<p>with year 2035 being the 20-year horizon:</p> <ol style="list-style-type: none"> 1. Will this change to 2045 for this study? 2. If so, the new assessment could show that additional lanes could be required than those recommended in the prefeasibility study. How do we account for this in the pricing? 	<p>3.1 YES</p> <p>3.2 The additional lane requirement was clarified as item 4.2 above. The Consultant to price based on one additional lane on each carriageway. Any additional work will be handled in accordance with the contract.</p>
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