



TRANSNET NATIONAL PORTS AUTHORITY

an Operating Division of **TRANSNET SOC LTD**

[hereinafter referred to as **Transnet**] [Registration No. 1990/000900/30]

REQUEST FOR PROPOSAL [RFP]

RQUEST FOR PROPOSAL (RFP) FOR THE APPOINTMENT OF SERVICE PROVIDER(S) TO CONDUCT DETAILED CONDITION ASSESSMENTS OF TUGS, PILOT BOATS, AND WORKBOATS ACROSS FOUR (4) PORTS IN THREE REGIONS OF TRANSNET NATIONAL PORTS AUTHORITY FOR A PERIOD OF SIX (6) MONTHS.

RFP NUMBER:	TNPA/2026/04/0715/4114/RFP
ISSUE DATE:	11 MAY 2026
NON-COMPULSORY BRIEFING SESSION:	18 MAY 2026 @10:30 AM ON MS TEAMS
NON-COMPULSORY SITE INPECTION	19-22 MAY 2026
CLOSING DATE AND TIME:	04 JUNE 2026 -16:00
BID VALIDITY PERIOD:	180 BUSINESS DAYS FROM CLOSING DATE

Note to the bidders:

Bidders are required to ensure that electronic bid submissions are done at least a day before the closing date to prevent issues which they may encounter due to their internet speed, bandwidth or the size of the number of uploads they are submitting. Transnet will not be held liable for any challenges experienced by bidders as a result of the technical challenges. Please do not wait for the last hour to submit. A Bidder can upload 30mb per upload and multiple uploads are permitted.

Questions and Responses

Respondent's Signature

Date & Company Stamp



Transnet Request for Proposal: TNPA/2024/06/0012/69816/RFP

<p>1 We would like to get clarity on the following</p> <ul style="list-style-type: none">✓ Thickness measurements of hull. What requirement do they require as specialist firm is required✓ Vibration analysis also specialist firm. O analysis also specialist firm needed✓ Winch testing hydraulic specialist required✓ Main engine performance tests OEM required.✓ Electrical specialist firm required <p>With regards to the requirements required for each specialist firm to conduct the required assessment</p>	<p>In terms of the Scope of work and deliverables, the required services entails the full conditional assessment of the crafts i.e :</p> <ul style="list-style-type: none">✓ Conduct a full conditional assessment of the tug's hull integrity, including but not limited to structural inspections, thickness measurements, and corrosion evaluation.✓ Assess all on-board systems and equipment, including but not limited to propulsion systems, firefighting apparatus, navigation systems, auxiliary machinery, electrical installations, and safety equipment.✓ Provide a comprehensive report per tug, detailing findings, recommendations, risk ratings, and proposed remedial actions.✓ Produce a cost estimate based on the finding per vessel and submit an official report indicating timelines on critical components.✓ The assessment to include verification of compliance with the Energy Management System (EnMS) and other applicable statutory, regulatory, and industry requirements governing marine craft operations, with clear recommendations provided to address any gaps or areas of improvement identified. <p>It is therefore expected that bidders' submissions will be from companies with relevant experience, knowledge, and competencies to deliver a comprehensive report that will assist TNPA in determining the seaworthiness of its crafts.</p>
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Transnet Request for Proposal: TNPA/2024/06/0012/69816/RFP

		Also, it is the responsibility of the bidders to determine the appropriate approach for conducting the assessment whether they outsource the specialist or they conduct it themselves TNPA cannot decide on that, however, it is an expectation that bidders submit responses in accordance with the RFP requirements.”
2	Please can you send us the equipment list and electrical drawings of each vessel. This will eliminate the possibilities of under and over quoting since the site visits were not compulsory.	The registration documents are attached as communicated to access details/specification of the crafts.
3	The mandatory technical pre-qualification of a Master and the Chief Engineer is still not clear. Please can we get clarity what will be their role during the assessment? TNPA have Masters & Chiefs already onboard which are more familiar with the crafts. If us as contractors we hire freelancing Masters and Chiefs, the bid amount will be high.And the possibilities of them just idling is also high.	The relevance of the aforementioned resources is because the scope of work and deliverables requires the appointed service provider to: <ul style="list-style-type: none">✓ Conduct a full condition assessment of the tug’s hull integrity, including but not limited to structural inspections, thickness measurements, and corrosion evaluation.✓ Assess all on-board systems and equipment, including but not limited to communication systems, firefighting apparatus, navigation systems, auxiliary machinery, electrical installations, and safety equipment.✓ <i>Provide a comprehensive report per tug, detailing findings, recommendations, risk ratings, and proposed remedial actions.</i> For TNPA to get a comprehensive report that would assist in determining the repairs/maintenance/fixing required, and ensure their crafts meet the seaworthy status. These two resources/Marine Specialists are important as they are considered to have broader/solid understanding of crafts functioning.



	<ul style="list-style-type: none">✓ Master will be responsible for ensuring that all deck functions issues are taken care of, Develop and review reports to ensure that the recommendations/solutions will assist TNPA crafts meet the SOLAS/SAMSA standards. While✓ Chief Engineer will be responsible for all engine room and engineering system functions, develop, reviews report to ensure that the recommendations/solutions will assist TNPA crafts meet the SOLAS/SAMSA standards✓ TNPA issued this RFP to all capable Marine service provider to provide the full conditional assessment and all on-board systems and equipment, come with their qualified resources. The service providers cannot use TNPA staff for their projects, it never happened and it is the conflict of interest.✓ It is therefore, a responsibility of the bidders to determine the appropriate approach for conducting the full assessment whether they outsource the specialist or they conduct it themselves TNPA cannot decide on that, however, it is an expectation that bidders submit responses in accordance with the RFP requirements.
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