



**Transnet SOC Ltd**

**acting through its operating division, Transnet National Ports Authority**

Registration Number

1990/000900/30

www.transnet.net

**BRIEFING NOTE NO. 3 (TNPA/2022/08/0980/10878/RFP)**

**14 OCTOBER 2022**

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**IN RESPECT OF A SHORT TERM 5 (FIVE) YEAR CONCESSION FOR THE APPOINTMENT OF A MULTI PURPOSE TERMINAL (MPT) OPERATOR AT THE PORT OF NGQURA.**

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**TNPA RESPONSE TO BIDDER QUESTIONS**

**Q.1 You mentioned that the project started the portion of ERF 312, are we able to understand what currently is taking place there?**

A ERF 312 consist of three (3) berths on the finger jetty namely the liquid bulk berth B100 that is currently being capacitated to handle liquid bulk, the two (2) manganese berths C100 and C101. Please note that the interim operation is envisaged that manganese will be handled at the C100 berth and general cargo will be handled at the C101 berth. The ERF also includes back of Ports storage area adjacent to the C-series berths to the extent of approximately 82 000 m<sup>2</sup>.

**Q.2 What is the approximate square meterage of that site?**

A The C101 berth measures an extent of 300m x 50m thus 15 000 m<sup>2</sup>

**Q.3 Will berth C101 be shared with Transnet, or will it be used by the appointed terminal operator?**

A Kindly note that for the project, the TNPA will not give exclusive rights. Access to the berth will be granted as per the Harbour Master's rules as per section 74 of the National Ports Act 12 of 2005

**Q.4 Under the financial capability section, there seems to be an issue with the solvents and liquidity ratios being requested to be calculated in the same way, so just want clarification on that and if those targets that are mentioned in note 1.1 and 1.2 are correct?**

A. Please be advised to use the applicable formulas for the ratio calculations

**Q.5 I just want to understand if the definition of cargo includes bulk cargoes as well that would be handled in a sort of break bulk method?**

A Yes, the definition of break bulk cargo extends to all loose cargo, as permitted by volumes inline with EIA compliance (not more than 100 000 tones stored). The Environmental Impact Assessment process would be followed in line with the requirement of storage of the commodity within the Port.

**Q.6 Will there be a further period to submit questions that are based on the answers received from all the questions that are submitted by the 16th?**

A TNPA extended the bidder question to the 30<sup>th</sup> September 2022 and there will be no further questions

**Q.7 So just clarity on exactly what the site is and where it is?**

A Kindly refer to Q1 and Q2 answers

**Q.8 Is there a flash drive that needs to be sent to us with information?**

A The RFP was issued through the e-Tenders website and Transnet portal

**Q.9 What is the current size of that project site? because it says 300 meters in the document, it doesn't give us square meterage.**

A Please refer to Q1 and Q2 answers

**Q.10 Will the preferred terminal operator be allowed to develop and use their own back of port operations area to grow exports over the berth?**

A The terminal operator is allowed to use their own Back of Ports storage area, however TNPA does have a storage area adjacent to the C-series berth, should the appointed Terminal Operator elect to make use of the site

**Q.11 Is there any potential to extend a further five years or something like that option to extend beyond the first five years if the cooker manganese terminal is not up and running?**

A No

**Q.12 With regards to the concession fee offer, is it based on the 300 per meter project sites?**

A The concession offer is based on the extent of the berth C101 thus 300m x 50m

**Q.13 In Annexure D, it talks about the storage facility and offering storage facility and which area is this that you guys are referring to?**

A Kindly refer to Q1 answer

**Q.14 *Section 45.3.2 Criteria 4: Financial Capability, subsection 45.3.2.4.2 – Liquidity Ratio & subsection 45.3.2.4.1 – Solvency Ratio***

In this section the calculation for the Solvency Ratio and Liquidity Ratio are the same (Total equity/total assets). Please clarify the correct measure and calculation to be used for the Liquidity & Solvency Ratio's. Please also clarify that the target for the solvency ratio will be 0.4 and the target for the liquidity ratio will be 1.2.

A. Please refer to Q4 answer

**Q.15 Annexure H1- Experience & Track Record Form**

Under Annexure H1 there is reference to an auditor signature. Please confirm if at this stage in the RFP process if an external auditor needs to sign off on this annexure.

A Yes

**Q.16 Annexure P – Certificate of Attendance to RFP Briefing session**

**As there is no formal/mandatory briefing session to be held according to the RFP document, please advise if this document is required to be returned as part of the proposal**

A Not necessary, since this was a non-compulsory briefing session

**Q.17 Annexure K1- Development Phase Value Summary**

**As this tender is focused on the appointment of a terminal operator (Operational), does Annexure K1 need to be returned as part of the proposal.**

A Yes

**Q.18 Annexure L – Resolution of Board of Directors**

**This annexure refers to a 25-year concession to design, build, develop, finance construct, and operate and maintain a new MPT at Port Elizabeth. Please confirm this was included in error and if an updated annexure will be provided.**

A Kindly note that this was an error

**Q.19 Annexure I – TNPA Declaration of Bidder**

**This annexure refers to a different tender number, namely TNPA 07/07/002/CM. Please confirm this was included in error and if an updated annexure will be provided.**

A Please note that this was added incorrectly for internal use, kindly use tender number TNPA/2022/08/0980/10878/RFP

**Q.20 Terminal Operator Agreement (TOA) Clause 1.3 and Clause 3.8**

**Clauses 1.3 and 3.8 in the TOA excludes from the definition of cargo, manganese and any other type of cargo handled by any other terminal operator at Ngqura. Please clarify if this means that we are not allowed to handle Manganese through Berth C101 and in addition please clarify what 'any other type of cargo' means**

**as this would essentially not allow the appointed terminal operator to handle most commodities.**

A Please note that after internal review, the definition of general cargo includes all break bulk cargo including manganese

**Q.21 General**

**a)** Will C101 berth be exclusive for the appointed terminal operator or will C101 berth be shared with Transnet?

A Kindly refer to Q3 answer

**b)** Will the successful terminal operator handle all manganese for the Port of Ngqura?

A Kindly note that there is a Terminal Operator handling manganese at the Port of Ngqura

**Q.22 Clause 2.67 "Project Site"**

**Please confirm the size (m2) of ERF 312 that TNPA is giving bidders the option to lease as a back of port facility. Please confirm if manganese can be stored and handled on this site and if all relevant permits (AEL's and EIA's) are in place for the handling of manganese.**

**In addition, if the relevant permits are in place, for what volumes of manganese are they in place for.**

A Please refer to Q1 and Q5 answers

**Q.23 Clause 2.67 "Project Site" & Clause 22 - Terminal Operator Agreement**

**What are the current property rates associated with the terminal area as well as ERF312?**

A Please note that the rates are part of the bid process

#### **Q.24 Clause 2.67 "Project Site" & Clause 12 – Terminal Operator Agreement**

**Confirmation required if ERF312 and the terminal area is required to be fenced?**

A The Terminal needs to be fenced and have proper security according to the ISPS Code requirements and alignment with the conditions the Port's Record of Decision (RoD)

The back of Port area needs to be fenced according to Customs requirements as it will be a bonded area where imports or exports will be stored.

#### **Q.25 General**

**Can the new terminal operator develop and use their own back of port operations to grow exports over berth C101?**

A Kindly refer to Q10 answer

#### **Q.26 Proposal Format**

**As many of the Annexures are in PDF format, please confirm if bidders are allowed to clearly reference and provide responses to the Annexures in their main submission document and provided references on the PDF Annexures to where the information can be found in the main submission documents.**

A Please use the PDF provided

#### **Q.27 Annexure U – Concession Fee Offer & Clause 3.15 in Terminal Operator Agreement**

**Would Transnet consider a fix concession fee per square meter and a variable rate per ton shipped?**

A The proposal will be considered as and when submitted

**Q.28 Clause 3.2.1 – Terminal Operator Agreement**

Is there any existing movable property owned by Transnet that would need to be operated and/or maintained and/or replaced by the preferred bidder?

A No

**Q.29 General - Stevedoring Services**

Is the expectation that Stevedoring be done by the concessionaire directly or may this be outsourced?

A The onus is with the concessionaire. TNPA licenses Stevedoring service providers who meet the TNPA requirements, the concessionaire may use only those stevedores that are licensed by TNPA.

**Q.30 Clause 24 – Environmental Protection – Terminal Operator Agreement**

**Can you confirm if any environmental assessments are required for the terminal?**

A. No. The Terminal Operator will have to ensure compliance to the Port's approved Operational Environmental Management (OEMP)

**Q.31 Clause 9.1.1 - Booking of marine services for berthing**

**It is normal for the agent to bring in the vessel, confirming this can be contracted to the agent?**

A. In terms of the Port rules (section under 114) every owner of a vessel intending to enter a Port in the Republic must appoint a vessel agent, unless if the Authority grants an exemption.

### **Q.32 Performance Measures – Terminal operator agreement**

**What performance measures will be reviewed quarterly by the authority- what will be the benchmark?**

- A. Terminal Operators are subjected to Terminal Operator Performance Standards (TOPS). The TOPS process is a consultative process, and the current generic measures includes the following: Terminal Berthing Delays, Berth Productivity, Ship Working Hour, Truck Turnaround Time, Rail Turnaround Time (not applicable), and Cargo Dwell Time.

The TOPS KPI's will take into consideration the type of cargo, the superstructure / gangs employed, and benchmarked against similar operations in the Port System.

### **Q.33 General: Will the terminal operator be allowed to attend berth planning and port meetings?**

- A. Yes. The Terminal Operator is an integral role player in the planning of working of vessels.

### **Q.34 Clause 15 – Register of Complaints – Terminal Operator Agreement**

**What is the format of the register of complaints required?**

- A. The complaint needs to be registered officially through an email, and or a letter.

### **Q.35 Clause 24.3 – EMP & EMS Systems**

**The terminal operator is required to manage and maintain an EMP and EMS system – is there any existing system, if so what system?**

- A. Transnet has a Transnet Integrated Management System (TIMS) that entails International recognised standards such as OHSAS 450001 2018, ISO 14001 2015,



QMS 9001 2015. The Terminal Operator will be required to have a system that will be managed and maintained

**Q.36 Clause 45.4.3.3 – Financial Plan and Model & Annexure E – Business Plan**

**What level of financial information is required in the financial model. Revenue, EBITDA, depreciation, net profit, total assets?**

A Please provide as much detail as possible

**Q.37 Request for Clarifications**

**Multiple mentions in the RFP document of a data room. Please advise if there is a data room for this RFP**

A Please note that the data room is for internal use

**Q.38 General**

**Is there list of cargoes/volumes currently being handled and future cargoes earmarked for the region?**

A No, the bidders are required to provide the potential break bulk cargoes as part of the bid

**Q.39 General**

**Is a list of cargoes/volumes currently being handled and future cargoes earmarked for the region?**

A Please refer to Q38 answer

#### **Q. 40 General**

**Is there any quayside equipment available or do we need to provide everything from forklifts, reach stackers (if applicable) or shore side cranes if gearless vessels are coming in?**

A There is no quayside equipment. The appointed Terminal Operator will be required to provide their own mobile handling equipment

#### **Q.41 General**

**Will we be allowed to set up a park home on the quayside for Stevedores?**

A Yes

#### **Q.42 General**

**Once the successful bidder has signed the Terminal Operator Agreement (14 Feb 2022 as per current timelines) how much time thereafter does the successful bidder have until operations commence?**

A This will be determined by the negotiation but TNPA does not envisage it taking more than four (4) weeks

#### **Q.43 Terminal Operator Agreement Clause 4.4.1**

**Please confirm that as per Clause 4.4.1 that C101 berth will not be for exclusive use of the terminal operator. If not, will Transnet be open to amending this and providing the appointed terminal operator with berth exclusivity?**

A Please refer to Q3 answer

#### **Q.44 Rates & Taxes**

**Please confirm if rates and taxes are payable at C101 and ERF312**

A. Yes. These will be charged on a pro rata basis based on the extent of the area occupied aligned to the prevailing municipal rates applicable at the time

**Q.45 Clause 2.67 "Project Site"**

**Please confirm power and water supply availability at C101 and ERF312 and if they are available, what is the cost?**

**If not, will TPT provide these services and at what cost?**

A. Kindly note bulk services are available in the above-mentioned site

**Q.46 Can you please be so kind and give more clarity about the back of Port Location and its environmental authorisations?**

A. Kindly refer to Q1 answer

**Q.47 With regards to the above RFP, is it possible that all the bidders get the two weeks extension?**

A Yes, an extension was granted through briefing note 2

**Q.48 Can you also arrange for the site visit for next week either Thursday or Friday. We would like to walk the terminal to familiarise ourselves with it.**

A Port tours are allowed, kindly request dates through the project email address

**Q.49 In Clause 8 – timetable. It says the deadline for submission of comment/markups to the draft TOA is 30 September 2022. Please advise what is required to be submitted on this date? And what format must be used? Normally any comments on a draft agreement are submitted with the tender response.**

A The marked-up TOA can be submitted with the bid on 15 November 2022

**Q.50 Please define what cargoes can be handled for the concession period. Can bulk cargoes be handled where import bulk cargoes are handled with grabs and hoppers and export bulk cargoes that are handled in skips?**

A Please note that the bidders are required to provide the break bulk cargoes as part of the bid response. The appointed Terminal Operator will be required to provide the applicable mobile handling equipment

**Q.51 In the Definitions – Concession period – what is defined by breakbulk cargoes? Does it include dry bulk – such as coal, iron ore etc, wheat or fertiliser?**

A Please refer to Q38 answer

**Q.52 ALSO REFER TO SCOPE OF SERVICES ANNEXURE D - breakbulk mentioned is steel, bags and the like – what about dry bulk loaded via skips? is this included**

A Please refer to Q38 answer

**Q.53 Are we allowed to handle Manganese?**

A Please refer to Q38 answer

**Q.54 Clause 3.1.5.2 says the terminal operator will be responsible for repairs. But it also clearly states that the berth is not exclusive use so how will responsibility be apportioned if not exclusive**

A. The Terminal Operator will be responsible for keeping the condition of the berth as was before and after use. The Terminal Operator to inspect the berth before use and report any damages immediately with pictorial evidence and officially reporting the damage to the Authority. TNPA from an oversight perspective will conduct inspection after every shipment

**Q.55 3.1.4.3.4 – concession fee – please provide the m2 the concession fee will be based on?**

A Please refer to Q12 answer

**Q.56 The “project site” definition says it is 300m. Is this 300m2? Or a length. Please provide the actual m2 of the project site.**

A Please refer to Q1 and Q2 answers

**Q.57 3.1.4.3.5 – the back of port space**

a) Where is this space that is being referred to and how big is it (m2)?

A. Please refer to Q1 answer

b) Do we pay for it? If so, is it included in the concession amount? or separate

A. The Back of Ports will be based on a rental per square meter separately

**Q.58 SCOPE OF SERVICES ANNEXURE D – talks about storage facilities and offering storage facilities. Which area are they referring to that we can utilise as storage facilities?**

A. Please refer to Q1 answer

**Q.59 In 12.1.3 it says that the B-BBEE Evaluation framework is based on the 'Amended B-BBEE codes as per the October 2013 rating'. This refers to the Generic B-BBEE codes. However, companies in the Maritime/Transport Sectors are still rated on the Transport Sector Codes as Gazetted on 21 August 2009. In Section 10(3) of the BEE Act 46 of 2013, states that "*Subject to section 9(6), an enterprise in a sector in respect of which the Minister has issued a sector code of good practice in terms of section 9, may only be measured for compliance with the requirements of broad-based black economic empowerment in accordance with that code.*" Our interpretation of the Act is that, if a company is rated under the Sector Codes they cannot be rated under the Generic Code. We therefore request that both the Generic and the Sector Codes be applicable and would appreciate it if this matter could be clarified?**

A. The Transport Sector Code is the only set of codes that has not yet been aligned to the revised Generic Codes of Good Practice ("Revised Codes"). A draft sector code was released in 2016, but despite various discussions and iterations of proposed amendments. The revised sector codes have not yet been gazetted.

Usually, sector codes that are not aligned with the Revised Codes over a period of time, have been repealed, after which entities operating in the relevant sector must use the Revised Codes for B-BBEE measurement. If there is alignment with the Revised Codes or if the current Transport sector codes are repealed, the B-BBEE rating of entities operating in the transport sector will be materially impacted. If entities operating under the transport sector have not aligned their transformation strategies to the Revised Codes, it is likely that their B-BBEE levels will significantly drop following a revision or repeal of the

Transport Sector Codes. It is for this reason that TNPA takes preference to the Generic sector codes for its evaluation framework.

TNPA will accept the all B-BBEE Certificates, regardless of the codes used, and will apply the evaluation criteria as per that sector code.

**Q.60 There is no Annex B attached to the tender bundle. This is supposed to be C10 – site layout plan. Please can you provide Annex B.**

A. Kindly note that Annex B was attached to the bid documents, however we have attached the annexure to this briefing note

**Q.61 Clause 29.1.4 says that the sections of the bid respond that correspond to each of the qualification and evaluation criteria must be separate documents and separately bound for example the Technical Qualification criterial must be 'bound together or compiled in a separate file'. Please advise how this is to be achieved if the submission is via an electronic portal?**

A. Please attach as separate annexures

**Q.62 Clause 31 says that the bid validity period is 360 days. But the Bid validity period on page 1 is listed as 60 days. Please confirm what the bid validity period is.**

A. Kindly note that since this is a short-term concession the bid validity period is 60 days

**Q.63 Are there size restrictions in terms of the documents that can be uploaded onto the tender submission portal?**

A No

**Q.64 Please explain what is meant by clause 45.6.1.2 "Concession Fee Offer amount in Rand (land, structures and water), based on annual rental escalation." Particularly since there is only quayside (land) space allocated to this concession.**

A Please refer to Q12 answers

**Q.65 Please explain what is required in terms of the 'annual rental escalation' mentioned in 45.6.1.2 as there is no place on form 'Annex U – Concession Fee offer' to include an annual escalation percentage.**

A. Please refer to Q12 answer, and the annexure further provides space for the bidders to include the concession fee

**Q.66 Does the concession fee offer include an offer for the back of port space or must an offer for back of port space be made separately?**

A The back of ports storage will be made available through rental of the required extent of land

**Q.67 45.6.1.4 says the Concession fee offered will be benchmarked against liquid bulk terminal valuations. Please explain why liquid bulk terminals are relevant.**

A The liquid bulk valuation is the most recent land valuation done

**Q.68 Clause 45.7.1 says that B-BBEE has a point allocation of 20 points. However, in the table in 45.7.4 the maximum points available for level 1 status is only 10 points. Please can you explain this discrepancy.**

A The score for level 1 is 20 points

**Q.69 Clause 46.2.3.2 says that an Economic Development Value Summary needs to be completed for the Development Phase of this project.**

**a) Please explain what the 'Development Phase' is envisioned to be as Clause 3.1.4.3.2 clearly says that the Terminal Operator "will not be required to make any capital investment in fixed terminal infrastructure given the short - term nature of the concession". i.e., there won't be any development happening and the terminal will, by definition, move straight into the Operational Phase.**

A Kindly note that it is the onus of the Terminal Operator to elect to make capital investment, but due consideration must be understood and appreciated in terms of the risks associated with the short-term nature of envisaged Terminal Operator Agreement

**b) If there is no Development Phase, is it still necessary to complete Annexure K1?**

A Not necessary

**Q.70 In clause 2.5.1 of Annex E it says: "*It derives value in procuring the mobile handling equipment, budgeting to operation phase, and is aligned to the financial model*". Please explain what is meant by this**

A Kindly note that the clause was used as an illustration

**Q.71 Annex S – Bidder information. Clause 2.2 says please answer using electronic forms. Please can the electronic forms be provided.**

A Kindly fill-in the annexure provided in PDF format

**Q.72 Annex S – there are references to Annex S as "this Annex W" throughout Annex S. please can this be clarified/rectified**

A Kindly note that annexure S is the Standard Bid Response form

**Q.73 Please could I ask you to confirm receipt of the below email and previous attachment with clarification questions. In addition, during the Transnet Briefing session held on the 09/09/2022, bidders were advised that we would receive feedback as to whether or not Transnet would allow the handling of manganese at C101 Berth by today (16<sup>th</sup>).**

**Please advise if there has been any feedback or as to when we will receive feedback on this urgent matter**

A Please refer to Q12 answer

**Q.74 Thank you for the feedback. This is concerning, noting the initial RFP document states that Transnet will give feedback to all potential bidders by the 30 September on all clarification questions. With answers/clarifications only being received as per below (14<sup>th</sup> October) that only allows 2 further weeks prior to submission date deadline (1 November).**

**If this is the case, I would believe that all bidders would require an extension of the deadline to allow for suitable and compelling bids to be put together.**

A Please note that an extension was granted through briefing note 2

**Q.75 Please could you share the returnable docs and all other bidding necessary documents**

A. Returnable document are part of the bid document



**Q.76 In the tender document, it says we need to bid on a 12000m2 site. However, the document says that the site is not exclusive. Therefore:**

a) How do you bid on a site that's not exclusive? Will you only pay for it when you use it?

A Please note that rental is paid per use

b) What are you/aren't you allowed to do on the site?

A Please refer to Q12 answer

c) What are other parties allowed to do on the site?

A The berth is a common user berth

d) Are you allowed to store cargo on the site?

A Please refer to Q1 berth

**Q.77 What is m2 of the back of port storage area.?**

A The extent of the Back of Ports storage area is approximately 82 000m<sup>2</sup>

**Q.78 Who is the terminal operator for the clinker currently handled at C101?**

A Kindly note that clinker will be included as one of the commodities that the appointed Terminal Operator will handle through this RFP

**Q.79 Upon granting of this license, will other temporary concessions to operate as a multipurpose terminal operator in Coega that were previously approved, be revoked? Specific temporary concessions that are in place at the moment are Stevedores are allowed to handle wind turbines on the quayside and Cement/Clinker has a concession to be handled in Coega. What will happen to these concessions following the award of the MPT TOL?**

A Kindly refer to Q78 answer

**Q.80 Clause 3.1.4.2 says: "Bidders are required to submit Bid Responses to be granted the exclusive right to Operate and Maintain the Multi – Purpose Terminal, subject to clause 3.1.8. to provide Services at the C101 berth in the Port of Ngqura for an operating term of five (5) years."**

**If it's an exclusive right that's up for tender, will there be other terminal operators using the berth. Or will only the successful tenderer's vessels be allowed to use C101?**

A Please refer to Q3 and Q5 answers

**Q.81 Clause 3.1.4.3.3. says: "The Berth will be made available for use in consultation with existing terminal operators and the Harbour Master in accordance with the Port's berthing policy."**

a) Please advise who are the existing terminal operators who will have the right to use C101?

A. Please note that there is no appointed Terminal Operator for break bulk cargo currently at the Port of Ngqura

b) Currently C101 is monopolised by Manganese vessels with very little free capacity. What plans will be put in place to ensure that the successful tenderer has sufficient access to the berth to ensure that the terminal is successful?

A. The successful bidder will have access to the C101 berth taking into account Q3 and Q5 answers

**Q.82 Please share the recording of the tender briefing meeting.**

A. The recording is available and will be shared with this briefing note 3

**Q.83 Clause 3.1.8.1. says: "Bidders to note that, the appointed Terminal Operator will, notwithstanding its exclusive right to Operate and Maintain the Multi – Purpose Terminal and provide the Services, that the Berths and the Multi – Purpose Terminal space made available for this Project shall not be for the exclusive use of the Terminal Operator."**

a) This statement is contradictory. It says both that the terminal operator will have an "exclusive right" to operate the terminal and then, in the same sentence that the berths and space "shall not be exclusive". Please advise who else will be using the berth C101 and the Multipurpose terminal space?

A. Please refer to Q3 answer

b) If the successful tenderer is paying for 12,000m2 of space, what are they allowed to do with the space if other companies have access to it?

A Please refer to Q76 answer

**Q.84 Please provide an editable version of the TOA so we can mark it up.**

A Please note the PDF provided can be marked up

**Q.85 If there are multiple parties who are allowed to use the berths, what guarantees are there that the successful tenderer will have access to the berth when they need to? Particularly since the successful tenderer will be paying a flat rate for space in the port regardless of how much cargo they handle.**

A Please refer to Q3 answer

**Q.86 Annex E – The business plan guidelines, mentions both a Value Proposition and an Executive summary. However, neither of these elements have scoring attached to them. Therefore, are they required to be completed in the tender submission.**

A. Yes

**Q.87** In terms of clause 26.4, we are required to submit Annex P (certificate of attendance of RFP Briefing) as per the bid response

a) There is no Annex P in the tender bundle. There is however an Annex Z – please can you confirm if this is the correct document to submit.

A Please refer to Q16 answer

b) Annex Z has a space for the TNPA representative to sign to confirm our attendance at the briefing. Please can you provide details on how we go about getting this signed by a TNPA representative as the meeting was held online, via Teams.

A Please refer to Q16 answer

**Q.88 The date for submission on the etender portal still says 1 November 2022. When will this be updated?**

A. Please be advised that the bid submission date is 15 November 2022 as per briefing note 2

**Q.89 On the tender portal, there are sections for mandatory, essential, non-essential and other documents to be uploaded. Please advise what sections we should use for the responses to the Qualifying criteria, Evaluation Criteria and Objective Criteria?**

A. Please submit under other documents

**Q.90 If a preferred bidder is not awarded because of an item that comes up during the Objective Criteria Evaluation, Will Transnet notify the Bidder that they were the preferred bidder but were not selected and the reasons why they were not ultimately selected?**

A.

**Q.91 Please provide editable versions of all the documents in the tender bundle that need to be completed and returned to TNPA.**

A. Please fill in the provided documents, these documents are required to be shared in PDF format

**Q.92 Please share the briefing questions and answers.**

A This briefing note 3, provides the questions and answers.

**Q.93 Please share the responses to questions and briefing minutes.**

A Please refer to Q92 answer

All questions, queries and comments are to be directed to the Project Office, email address: [NgquraMPTRFP@transnet.net](mailto:NgquraMPTRFP@transnet.net) .

Yours sincerely

Project Office

Briefing Note No. 3 – Port of Ngqura MPT